

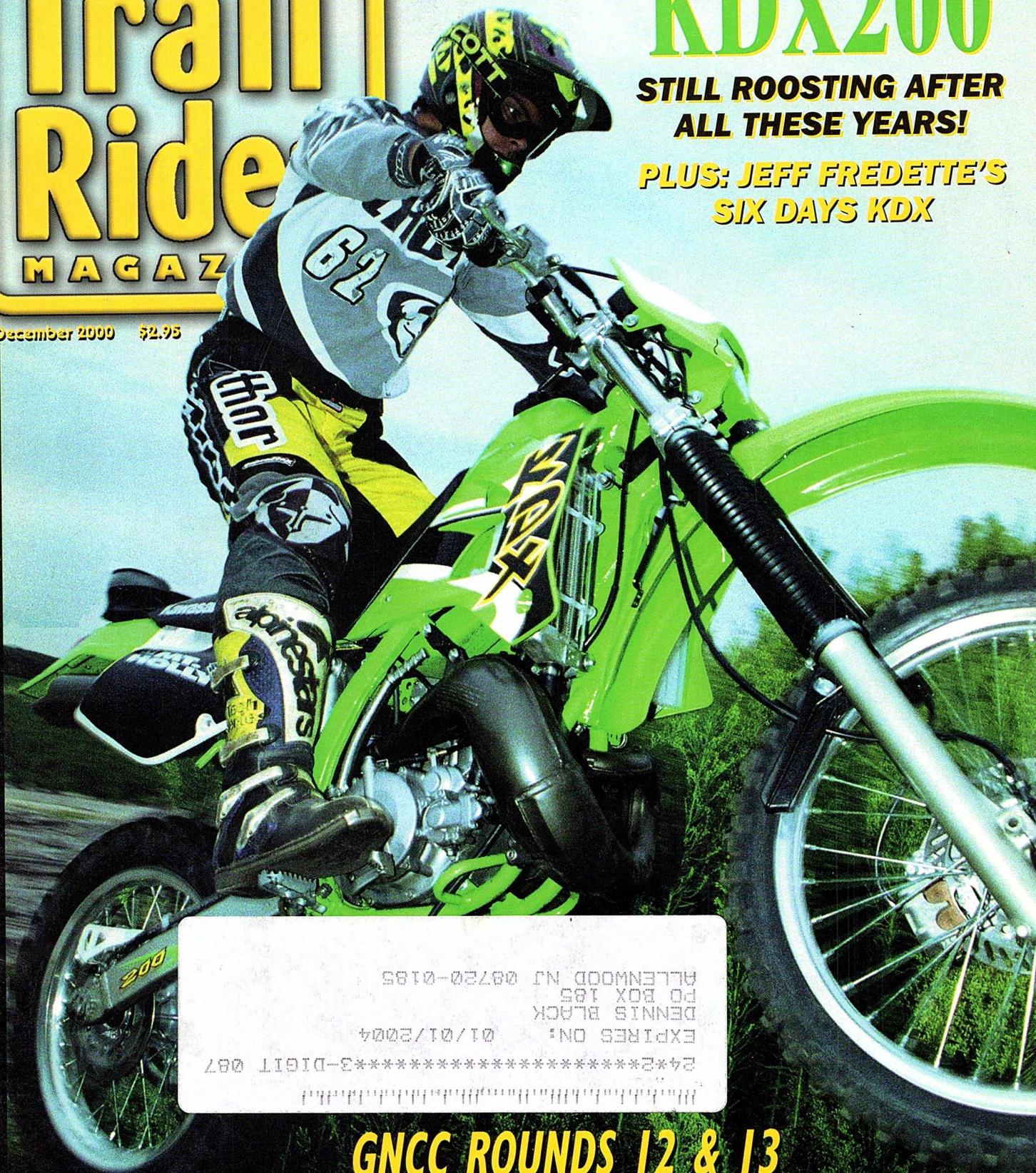
Trail Rider MAGAZINE

December 2000 \$2.95

KDX200

**STILL ROOSTING AFTER
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SIX DAYS KDX**



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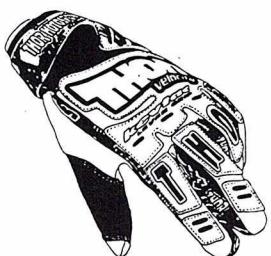
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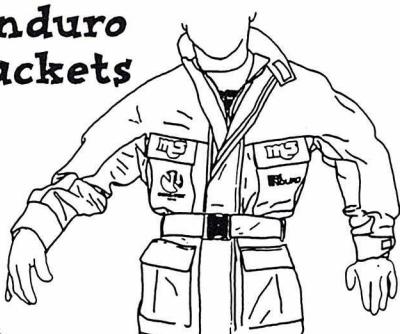


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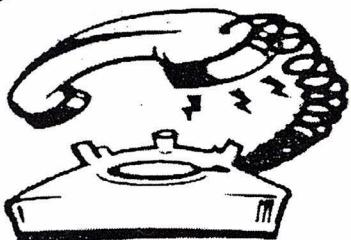
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On the cover: Todd Topham logs a little flight time on this month's KDX test bike. They haven't changed it much, but if you have a good formula you shouldn't have to change it. We also checked with Jeff Fredette about what he does on his bike...it's simple, but worth it. Photo by Mark Uth.

December 2000
Volume 30 Number 12

Paul Clipper
Bossman

Mark Uth
Technical Editor
Charlie Williams
National Affairs Editor

Len Nelson
Web Master
Todd Topham
Test Rider

Cheri Alix
Mark Baer
Mike Bernier
Denise Bernier
Jay Chittenden
Ed Hertfelder
Joe McLaughlin
Contributors

**Editorial and
Subscription Address**
P.O. Box 2038
Medford Lakes, NJ 08055
(609)953-2922
Fax (609)953-7223

Web Site
www.trailrider.com
E-Mail Address
trmagazine@prodigy.net

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Warning: Don't ride where you're not supposed to go. Don't watch Teletubbies when nobody's around. Don't check out your own roost. Don't ride nekkid in a rainstorm. Don't ride without a helmet. Don't ride without boots. Don't ride without eye protection. Don't ride without a brain. Don't make noise around the tree huggers. Don't let anybody get you down. Don't call me late for dinner. Don't tie your bike down with clothesline. Don't paint anything chartruese. Don't eat your salad with a spoon. Don't even give me that look. Don't sit around wondering why. Don't start out with bad directions. Don't ask "How did I get here?" Don't say didjawanna. Don't forget to have fun.

Stuff to Think About

Subscriptions: Subscriptions are available from Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055, at \$18.00 U.S. per 12 issues (one year). Canadian subscriptions are \$30 yearly, in U.S. funds. We're not selling overseas subscriptions any more. We don't have a Visa & Mastercard merchant's account, so we can't sell by credit card, and neither are we set up to "bill you" for a subscription. The only way to get it is send in a check, cash or money order, and we'll do the rest.

Renewals: If you like Trail Rider, and plan to renew, it would be really helpful if you looked at the label on your magazine and checked the expiration date. When you start getting close to expiring (the magazine, not you), send in a check along with the order blank from an issue, or just your name, address, and sub number (above your name on the label), and tell us that you want to renew. This way we can avoid sending out a renewal notice, which will save us money we can then spend on food. If you drag your feet and forget to renew until you stop getting issues, there's no way we can "start you with the last issue" you missed. We have to start you with the next scheduled mailing, and you'll have to buy the missed issues as back issues, if we have any left. We mail out the magazine every month like clockwork, on or about the 17th, so renew as early in the month as possible in order to not miss it.

Back Issues: A limited number of back issues are available. Write us and let us know the month and year, and send \$2.95 per copy, plus U.S. Postage of \$3 for up to four magazines. More than four and we'll have to figure out the postage. Don't use the shotgun approach and tell us to "send all the mags with XR400 tests" unless you have plenty of time to wait. (Hint: We never had an official XR400 test bike).

Address Changes: If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines if you tell them to, but they don't do it in a hurry.

Newsstand Sales: You won't find Trail Rider in any convenience stores. You can get Trail Rider in some motorcycle shops, and some day we plan to print a list of them. Shops can sell Trail Rider easily. We'll sell you a minimum of six issues (non-returnable) at a price you won't lose money on, and we'll pay shipping. Call us.

Advertising: Retail advertisers are strongly encouraged to get in touch with us if you want to advertise in the Northeastern market, because we've got a dedicated, faithful readership of about 8,000 hardy souls, and the number is growing steadily every month. Besides that we like to eat, as we explained above. Advertising is what keeps this rag alive, and we appreciate your business.

Contributors: We pay \$30 a page for copy, and \$8 each for black and white photos, but we don't print just anything that comes in. Call us and we'll talk about it.

Yankee Trader: Subscribers can advertise their bikes for sale free in Yankee Trader. Just write it down and mail it in, don't call us with it. Thanks!

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Vintage ISDT Videos

Our friend Jeff DeBell writes: "Through the courtesy of a vintage enduro and ISDT enthusiast in Germany, I have gotten hold of a 4-hour video tape (had to have it converted from PAL to VHS) of vintage Six Days. I have just started watching it, and it is great. The earliest is 1956 in Garmisch. It is in black and white, but later footage is color. Thus far, of the three ISDT segments I've watched, two have been narrated in German, and one in Italian, so if you don't speak the languages you are S.O.L., however the action footage of old bikes is excellent...plus you might see yourself!"

The "yourself" part is a bit of a stretch, since all we ever rode at the ISDE is a beer bottle, but we did attend in 1982, 1983 and 1997, so we're ponying up some cash for a copy of the tape. We can't vouch for quality or anything, but for \$15 how can you go wrong, and we know Jeff is the last honest man in America.

The tape contains footage of the following:

1956 ISDT Garmisch Partenkirchen, Germany

1954 3-Days Isny, Germany

1966 3-Days Valli Bergamasche, Italy

1974 ISDT Camerino

1976 ISDT Zeltweg

1979 ISDT Lager Stegskopf

1980 ISDT Brioude

1982 ISDE Povazska Bystrica

1983 ISDE Wales

1992 ISDE Australia

1997 ISDE Italy

If you would like a copy, send Jeff \$15, which covers his copying costs, a video mailer carton or padded envelope and first class postage. "I'm only up to the Camerino trial at this point, but if the rest of the tape is as good as what I've seen, it will be a nice collection to any Six Days enthusiasts library," says Jeff. Send to:

Jeff DeBell

8918 Robinson Drive

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Call The Pres

Lord knows we've suffered at the hands of the Clinton administration, and he's left a phone number so you can give him your opinion on things like the Roadless Initiative and everything else. Hopefully, it's not too late, but we only got this message right before publication. You can make a free call to the President—call 1-800-663-9566. Tell him that you want to preserve recreational access in the so-called "Roadless" areas, and hope he gets enough negative feedback to not put up all the fences around public land before he leaves office.

Try it. Call TOLL-FREE at 1-800-663-9566 (press zero to bypass the long recording) from 9 a.m. - 5 p.m. Eastern time. You'll get a live operator. It only takes a few minutes, and you won't be challenged, confronted, or debated on your opinions. Tell President Clinton to preserve multiple-use access to these "roadless" areas. Tell him you don't want to see any restriction of motorized, mechanized or horse-back activity! And if President Clinton is gone, tell anybody who'll listen that you don't want roadless areas.

Trelleborg Reborn

We reported on the demise of Trelleborg Tires a year ago in these pages, and we're back now to happily tell you that Trelleborg is being resurrected. Mitas Tire Company in the Czech Republic, formerly famous for Barum tires, has bought the molds, rubber compounds, Trelleborg logo and the distribution net-



work from Trelleborg AB in Sweden. Trelleborg AB, as we've told you in the past, is a molecular rubber company with little interest in building tires, and they're doing well and healthy without them. Mitas has a reputation for quality tires already, and if they can get their distribution worked out we may be seeing Czech Trelleborgs in the near future. Our old friend Bertil Bengtsson is also working for Mitas, so he'll be working to restore the Big T's spot in the market. Good! We can't have too many tire companies!

Bike Books Book

The place to get motorcycle books is Whitehorse Press in New Hampshire. Sure, if you want a repair manual you go to MotoCom, at www.repairmanual.net. But Whitehorse is the repository for motorcycle fiction and non-fiction,

such as Two Wheels on Two Reels: A History of Biker Movies. If you want videos, Whitehorse also has all the motorcycle videos you've ever imagined, like the classics Chopper Chicks in Zombietown, Easy Rider, and of course, On Any Sunday. They've got an 80-page catalog for you, all you have to do is call 800-531-1133, or check them out at www.whitehorse-press.com.

Lifetime Achievement

At the recent THQ U.S. Open of Motocross in Las Vegas, a friend of ours was awarded the prestigious Lifetime Achievement Award of that organization. I know, we're not much for motocross here, but Selvaraj Narayana is a special guy. His first brush with notoriety was in the early '70s, when he was working with the German Maico factory team, and later he went on to manage the factory team for Maico U.S.A. in the '80s. "Sel" has been with KTM since 1987, and under his instruction the KTM factory team won its first Outdoor National MX in Mount Morris this year, KTM's first in 29 years of trying. Past recipients of the award include David Bailey in 1999 and Roger DeCoster in 1998, so Sel is keeping some very high company. "I am very surprised, and truly thankful," Sel told us.

The icing on the cake came the next day, when KTM factory rider Kelly Smith won the THQ U.S. Open Four Stroke title at the same arena. Great times for KTM, and congratulations, Sel!

T-Ratchet

Now here's a cool tool. Motion Pro's new T-handle ratchet. It's a 3/8 inch drive T-handle, and it's a ratchet. You know, who needs to say any more than that? Tell your dealer to order it, or call Motion Pro at 650-329-0427 for a catalog, or see them at www.motionpro.com.

Winter Scrambles

Remember that the Pilgrim Sands Trail Riders in Southeastern Massachusetts are doing their Winter

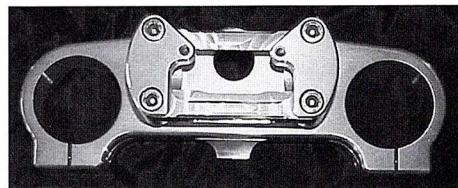


Quote of the Month

"Far better it is to dare mighty things, to win glorious triumphs, even though checkered with failure, than to take rank with those poor spirits who neither enjoy much nor suffer much, because they live in the gray twilight that knows neither victory nor defeat." The quote is attributed to Teddy Roosevelt, and sent to us anonymously as a clarion call to all woods riders in New England.

Beautiful Metal

DH Racing is a newcomer to these parts, being from all the way out in Nevada, but stuff of their we've seen so far is beautiful. Take a look at this upper triple clamp. All carved out of solid billet aluminum, beautifully finished, and



handlebar clamps already formed, drilled and tapped for a steering damper. Check out there stuff more closely at www.dh1racing.com, or call them at 775-425-6525.

Tied It Up, He Did

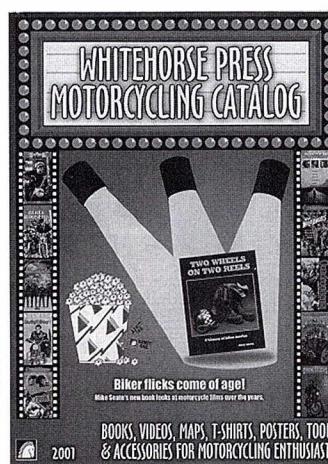
Shane Watts wrapped up the GNCC in style this past weekend, riding like his old self to take the win at the final GNCC round in Crawfordsville, Indiana. He actually wrapped up the series mathematically two races before, but it ain't ever over until the fat lady sings, and she was wailing in Indiana. At the conclusion of the event hit off his KTM 380, the bike du jour, and proceeded to perform a mighty burnout...until he ran out of gas! So much for squeezing the last drop of fuel out of a bike. Read about the end of the season in next month's Trail Rider.

Quote of the Month II

"The high office of President has been used to foment a plot to destroy the American's freedom, and before I leave office I must inform the citizen of his plight." From a speech John F. Kennedy made at Columbia University, 10 days before his assassination. Lone gunman, anybody?

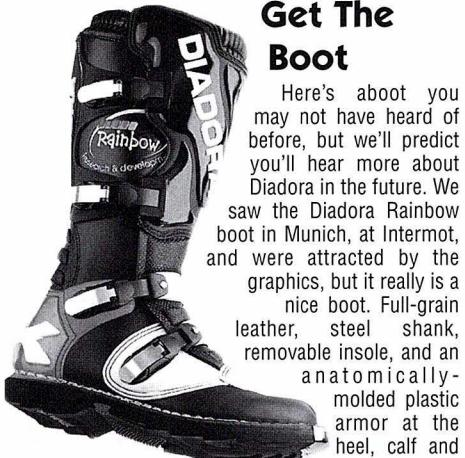
Old Bikes

The place to go this winter is Albany, New York. Not just for the gentle breezes and mild winter weather, for sure. From December 9 through April 10 the New York State Museum in



Albany is hosting "The Great New York Motorcycle Show." In it you will see a grand display of New York state-built motorcycles from past history, including the Auto-Bis, Curtiss, Autoped, and Cyclomotor machines, to name just a few. The machines are dated from 1890 to the 1970s, and for those who missed the Guggenheim's Art of the Motorcycle show, this sounds like a real treat. How to get there? We have no idea. Go to Albany and find a big stone building, or log onto www.nysm.nysed.gov/exhibitnow.html.

Get The Boot



Here's about you may not have heard of before, but we'll predict you'll hear more about Diadora in the future. We saw the Diadora Rainbow boot in Munich, at Intermot, and were attracted by the graphics, but it really is a nice boot. Full-grain leather, steel shank, removable insole, and an anatomically-molded plastic armor at the heel, calf and

shin plate. Best of all they retail for \$279.95. You can learn more about Diadora and find the name of a dealer by calling Gearbox International at 800-799-9444. Available in both adults and kids sizes. ↑

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Berm Bashing

Everybody likes to see a good motocross rider lay his bike right down in a turn and blast through on the berm. When you're in a situation where the berm is the fastest line through a turn, you're going to make up a ton of time if you can hook into that berm and use it. The trouble is, most of us enduro riders are used to making turns bolt upright—otherwise we're going to hit trees, right? It's true, in tight woods about all you can do is stay upright and turn the bike by sawing on the handlebars. But if you get out into the open, like a field section or something, or try racing a wide-open hare scrambles, I'll bet you wallow around on those berms like a fish out of water.

If you're not used to it, it's hard to do, I can tell you that. I was so used to tight woods an upright turn was the only thing I could do. To break the habit and acquire new ones, I started practicing turns in a sandpit. I went back and forth, round and round, over and over, getting used to the feeling of laying the bike down without dropping it. Later on, I took an off-season and raced motocross every weekend in Florida, getting used to berms, jumps, and all the high speed things you rarely find in enduros.

So if you rarely find berms and such in enduros, why would you want to practice them? I'd say because they're all new skills, and the more skills you have as a rider, the better rider you are going to be.

Look at all the top off-road racers in this country—Rodney Smith, Fred Andrews, Ty Davis, Guy Cooper,

to name a few. These guys are very tough racers in any kind of event, and what is the common ground



The key to doing it right is practicing on a figure-8, over and over again.

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between them? They're all ex-pro motocrossers, who trained for years on just going fast in the open space of a motocross track. Anybody who tries to tell you that the skills don't carry over from one sport to the next is crazy.

What about enduro skills carrying over into motocross? You know it's true. You might not think about it, but if you have to pick your way through a first-turn pileup, tight-woods skills are going to help you get through without crashing along with them. Riding in bad mud on a motocross course always favors a rider with good trail riding skills. The more different skills you accumulate, the better you're going to ride.

I get reminded of this when I ride with my brother Rich. He works out, trains hard, but also has to work and doesn't have the time to race all different kinds of races and get the experience. He's an upright turner, used to the tight woods. Last weekend we were riding a local hare scrambles, and I dropped right in behind him early in the race. He was slaming along, blasting through the turns, roosting as hard as he could, but his start-stop style was slowing him down, although I know he thought he was going so fast. I know it because he wasn't paying attention and didn't know I was right behind him. Finally I slid my front wheel up alongside him in a wide turn and scared him half to death! He thought he was all alone, but I was riding smoother, carrying more momentum into and out of the turns, and because of that I could stay right with him and just look for a place to pass.

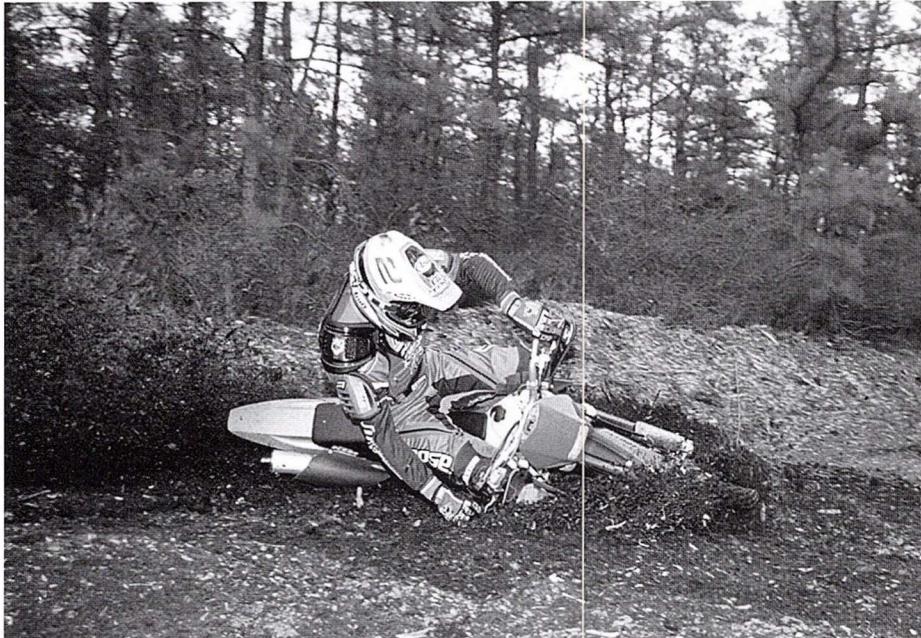
Knowing how to use a berm properly will train you to carry momentum, and stay maybe a gear higher than you'd normally ride through the corners. It's just a matter of learning how to do it.

You don't need much area. You could even do it in your back yard if you didn't mind tearing up the grass. What you want to do is lay out a figure eight loop, maybe a 25-foot circle on either end, something easy to get around. Then, get in the loop and ride the figure

eight, so that you're making a left turn, then a right turn, and you do it over and over. Don't do it for speed; do it for consistency. You want to hit the same line every time, and you want to vary your speed to make it easy to stay in the "berm" the length of the loop. Try to make every pass smoother than the last one, and do it over, and over, and over again.

You've got to get your inside foot up and in front of you, both to improve your balance and to get it out of

the way, because that footpeg is going to be dragging. You have to be forward on the seat. You'll find the right place for your weight to be after doing it a few times. You'll also find the right speed and throttle control to keep you from putting your front or back wheel over the berm. When you can pull this drill over and over, hitting the line exactly time and again, you'll have a skill that will serve you well anywhere you really want to go fast. ↑



Eating it! Berms are a delicate balance between front and back weight placement, handlebar control, and even where you hold your head. Here I have the front too heavy and I'm driving the wheel through the berm.

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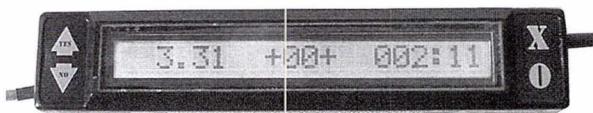
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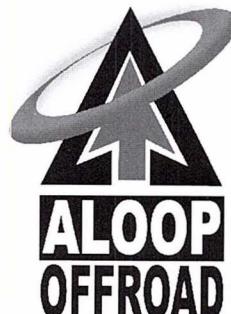
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2001 KAWASAKI KDX200

Twenty-one years old, still roosting, and it's still a bargain

By Mark Uth

The '01 Kawasaki KDX200 is by far the best value of any off road motorcycle on the market today. Hands down. Before writing this article, we delved back into the dusty TR archives and found that the last time we had a KDX locally was in 1995—in that report the MSPR for the little Kawasaki was \$3,999. Well, the '01 KDX200 MSRP remains at \$3,999, an amazing statistic for any time. Whoa, you say, a pig in a poke is a sour deal at any price. Guess again, Rudolph. The KDX200 has proven its meddle time and again, and the 2001 model does nothing to besmirch that reputation. The KDX remains a legendary off-road machine perfectly attune with the needs of the recreational trail rider or serious off-road enthusiast. Its all a matter of how you slice it. Here's our report.

Motor

The KDX power plant has always been its strong suit. The short stroke 198cc mill is fed by a 35mm Keihin PWK carburetor and provides robust, quick

revving power. The '01 KDX motor sports a guillotine-type exhaust valve design, which is a significant reliability improvement over the snail-type exhaust valves of earlier KDXs (which when left unattended were prone to clogging). The new exhaust valve ensures ample power over a wide RPM range. Internal motor updates include a carburized connecting rod, strengthened over its entire length and a new crank that's intended to reduce vibration, improve low and mid-range power and elicit sharper throttle response across the board. Finally, the cylinder head itself is mounted to the frame at two points (versus one) to further minimize vibration and increase frame rigidity. KDX gearboxes have always sported six cogs, a feature we'd like to see in a lot more off-road scoots. With a six speed box, there's a gear low enough for the most technical off-road obstacles, without sacrificing top speed for those connector sections. The KDX tranny is smooth shifting and self assured.

The KDX engine has a U.S. Forest Approved exhaust system and as such its very quiet in stock trim. This is accomplished with a heavy double wall pipe and steel silencer/spark arrestor unit. As such, the motor is extremely choked in this state of trim, stock motor performance a mere shadow of what really lurks within. Sure it's okay for Sunday trail riding, although even the mellowest trail rider likes to get on and honk once in a while, and it's here that the stock exhaust system just doesn't cooperate. Low end and midrange are okay, but otherwise the engine never seems to get its lungs. Of course, slap on an aftermarket pipe and silencer (we see FMF units widely employed by successful woods racers) and it's like the motor is reborn, providing snappy power, good torque and decent top end runout.

Casing out the Kaw!
We've always found the KDX to be a basic trail bike when stock, but easily modified to be very competitive.



Changing slowly but surely over its 15 year life, the KDX is now a perimeter-framed, disc-braked, liquid-cooled wonder compared to its humble beginning



Here's a reliable engine that responds well to almost any hop-up, but the pipe has to go.

Suspension

Regarding suspension components, the KDX fork and shock are just a notch below components typically found on high performance racing machines. On top of that, tuning is decidedly laid back, again aimed squarely at the trail rider, not the racer. Up front the 43mm conventional cartridge fork boasts 20-way compression damping adjustments—however, there's no rebound damping adjustment. Internally, chamfered fork bushings and pistons are intended to reduce friction in order to soak up tiny "stutter" bumps. KDX suspension components have always worked well over small trail chatter like roots, ruts and rocks. Another concern, fork underhang is a little more than you'd like, raising the potential for hanging up in ruts and crevasses.

For rear suspension, the KDX comes with a conventional single-shock linkage based system that's more on par with performance bikes. An aluminum bodied, remote reservoir rear shock has 20-way compression and 18-way rebound damping clicker setting, and adjustable spring pre-load. Kawasaki claims that the shock damping employs a temperature compensating rebound damping system that keeps damping consistent as the shock heats up. A new dual box-section alloy swingarm is built from thin wall tubing,





the KDX200 frame is built of box-section and tubular members. The frame is designed with a steep steering angle and short wheelbase. While this contributes to the quick handling characteristics that make the KDX200 as nimble as a billy goat on the trail, it does have its drawbacks in rough, high speed obstacles like whoop-de-dos. As you'd expect, the KDX is most at home in the woods.

Stopping duties are handled by front and rear hydraulic disk brakes that are based on the KX stopper design and can haul down the little green bike without a whimper. Claimed dry weight for the '01 KDX is 222 pounds and while that might be understated a bit, it still makes the Kawasaki lighter than most off-road scoots. Alloy wheels and rims are shod with venerable Dunlop intermediate terrain rubber.

Finishing Touches

The KDX comes equipped with a boatload of standard items essential to off-road riding, especially on public lands. This includes headlight and taillight, plastic brush guards, a resettable odometer, and rear fender bag for tools or other consumables. The 35 watt single beam headlight provides decent illumination as long as speeds are kept to a reasonable pace. A 2.9 gallon gas tank with reserve petcock ensures that you'll be able to get a full day of riding in between gas stops. Ergonomically, both the seat and fuel cell are thin, the seat foam itself tapered to allow riders to reach the ground easily. Some might complain about the steel rear sprocket, shifter and kick start pedal. If the KDX was a hog, perhaps we might too, however, it's a pretty light steed and we can certainly see the multiple merits of using steel here (read: lower cost and greater constitution).

In all, you just can't help but conclude that the KDX200 is the prototypical trail machine—the little

2001 Kawasaki KDX200 Specifications	
Engine type	Liquid cooled single cyl. 2-stroke
Displacement	198cc
Bore x Stroke	66.0 x 58.0mm
Compression ratio	7.9:1 (high spd.)-9.4:1 (low spd.)
Carburetor	Keihin PWK35
Induction	6-petal reed valve
Ignition	Electronic CDI
Transmission	6-speed
Frame	Perimeter, hi-tensile steel
Rake/trail	26.5°/4.3 in.
Suspension, front	43mm conventional cartridge fork
Suspension adj, front	20-way compression damping
Suspension, rear	Kawasaki Uni-Trak® shock/linkage
Suspension adj, rear	Adjustable preload, 20-way comp., 18-way rebound adjustment
Wheel travel, front	11.4 in.
Wheel travel, rear	11.8 in.
Tire, front	Dunlop K490 80/100 x 21
Tire, rear	Dunlop K695 100/100 x 18
Overall length	83.5 in.
Overall width	35.0 in.
Overall height	48.4 in.
Wheelbase	56.5 in.
Ground clearance	13.4 in.
Seat height	36.2 in.
Claimed dry weight	222.6 lbs.
Fuel capacity	2.9 gal.
Suggested Retail:	\$3999

cast and extruded pieces providing good rigidity. The swingarm uses neat snail-type chain adjusters for quick rear-wheel removal and chain adjustment. Despite our reservations with the fork, the KDX suspension performs well when ridden within its limits and certainly hits the mark for its intended use. We've seen time and again that both the fork and shock can be tuned for top performance.

Chassis and Handling

Like Kawasaki's motocross machines, the '01 KDX sports a steel perimeter frame made from high strength steel. Based on the KX125 and 250 frames,

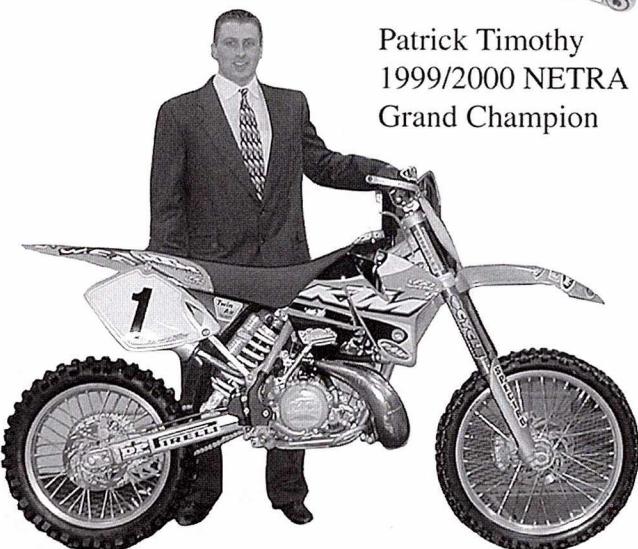
bike that could. No doubt long time aficionado Jeff Fredette has repeatedly proven the KDX200's reliability and endurance over a long and noteworthy career, one that includes numerous medals earned in the ISDE. Locally, KDX jocks Rob Mohn and Jeff Kirchner have had good success aboard the Kawasaki trail bikes over the years, Kirchner earning his AA status in years past and Mohn having recently won the overall at the Green Marble Enduro. All this potential at a price that hasn't risen in five years. Now that's a deal. ↑

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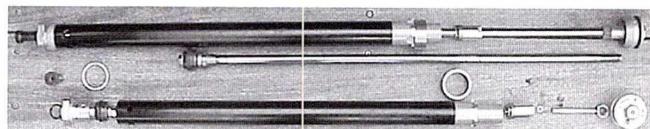


- High/Low Adjusters

Allows for more compression adjustment range reducing deflection and improving plushness.

- Marzocchi 45 and 50 mm Cartridge Kits

Replaces internal position damper rods with speed sensitive cartridge rod valving and compression and rebound adjustment to both legs.



FREDETTE'S KWACKER

Front to back on Jeff Fredette's KDX220 ISDE rig

Jeff Fredette has been around KDXs for as long as anyone. He started riding the KDX way back in 1983, and since then has ridden little else. "You know, if something doesn't treat you wrong, you stick with it," he told us. "I could ride any Kawasaki I want, and I do ride the KXs every now and then, but the KDX200 and 220 suit me, I guess. One thing's for sure, after all these years if something goes wrong with my bike I know what it is immediately."

Jeff rides both the 200 and the 220, but lately he's been focusing more on the 220 because of the greater bottom end power available. We caught up to him just as he was finishing up his ISDE bike for this year—his 21st Six Days!—and got him to quickly tell us what he was doing to make it competitive against the rest of the world. For the Six Days, he built a 220, but his modification apply to either the 220 or 200.

Here's what he's done to his Six Days bike this year:

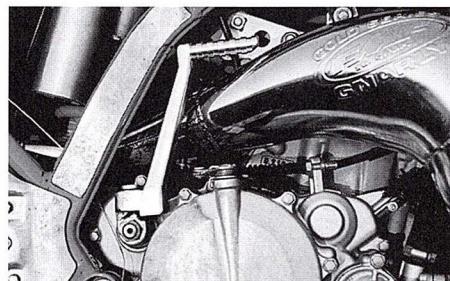
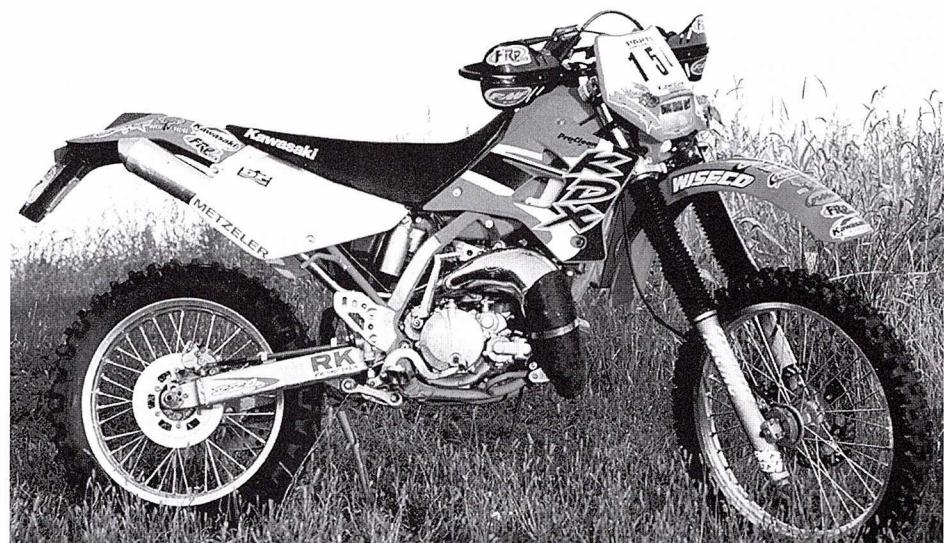
Forks: The stock forks are revalved internally, and Jeff uses Race Tech Gold Valves to take the harshness out of the travel and make the forks adjustable for different types of terrain. Spectro 125/150 cartridge fork fluid is used in the forks. Jeff switches to 21-pound fork springs for his weight, he says the stock springs are too soft (considering how fast he still goes it's small wonder).

Shock: Fredette Racing Products (FRP) does its own little tricks to the inside of the shock, but Fredette also uses Race Tech parts to make the shock supple yet firm. "I like my shock to work over a wide range of terrain," Jeff says. He also goes to the stiffer 4.8 spring to better hold up his weight.

Front End: A Works Enduro Rider steering damper is Fredette's choice for keeping front end wag to a minimum. The handlebars above it are Answer Alumilite Honda CR-Hi bend with Oury grips. Keeping the fingers protected are FRP Handsavers, of course, with plastic deflectors.

Wheels: Fredette uses the stock hubs, but re-laces them with stainless steel spokes for extra strength, and "the gold rims look cool!" The stock front brake is retained, but in the rear Jeff uses an FRP solid rotor for longer brake pad wear. He runs year-round with DP brake pads.

Engine: With many years of experience, it's easy to guess that Fredette knows what to do to the KDX engine, and FRP offers the same porting service that he does to his own race bikes. He can get better power throughout the rev range with a few touches of the porting tool, on both the KDX200 and 220 (it's a 220 in the picture). Also on the 220, he mills the cylinder head and bores the carb for a higher rev limit. He'll use an FMF pipe, the FMF K-30 for the 220 only, and either the K-30 (for higher revs) or the K-35 (more torque) on the KDX200, depending on conditions. Jeff uses the FMF Turbine Core 2 silencer/spark arrestor for forestry approval, and also for better low-end power response. For better clutch action and longevity, Fredette uses a Hinson clutch basket. Finally, he uses a special FRP billet aluminum kick-



Fredette's approach to modifying a KDX for national level racing is fairly simple: Improve the suspension and handling, dig out a little more horsepower, and ride like demons are chasing you. He makes everything available to customers of FRP, including his shorty billet kickstarter, porting and suspension services.



starter that is much shorter than stock and easier to kick, and also lasts longer than the stock kicker.

Drive Train: RK o-ring chain, with Titan Tough sprockets, 46-tooth in the rear, stock front. Jeff says first gear is plenty low for him geared up like this. He also uses an FRP chain guide that is stronger than stock and wider to better fit a big o-ring chain.

Details: IMS wide footpegs for better comfort and strength. For hare scrambles he uses an MX-style

rear fender, but uses the stock fender for enduros. He'll also use the stock tank unless fuel consumption is a real worry, and then he'll switch to a larger capacity tank offered by IMS. Jeff always pitches the stock airbox lid and fashions a splash guard out of rubber to keep the wet stuff off the filter, and runs a firmer seat foam with the stock cover over it. That's it!

We rode Fredette's bike at the Crawfordsville GNCC finale this past fall, and have only one word to describe it: Sweet! The greatest thing about the KDX is that it responds so well to being modified, especially the suspension. A few dollars spent in the right direction can turn a friendly, mild-mannered trail bike into a very serious racer, and there's no doubt that Jeff Fredette knows how to do it.

The best thing is that everything he does to his own bike is available to you—Fredette holds back no secrets. He's been in business for years making very cool KDXs for anyone with the coin. He'll make his special KDX parts available individually, or build a whole package bike, whatever you want. Call him at 708-946-0999 to learn more. ↑

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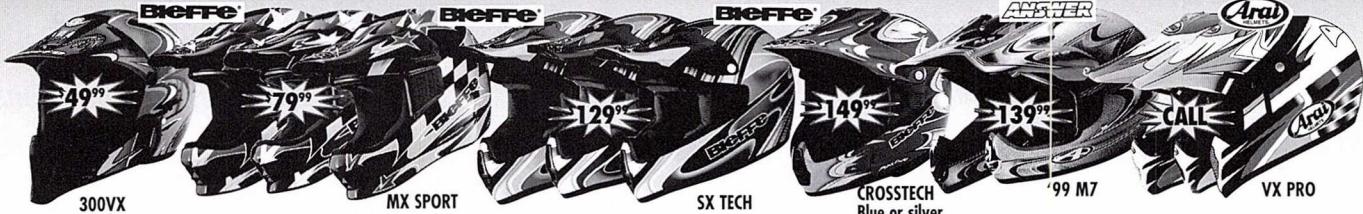
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The Fourth Annual Leroy Winters Memorial ISDT Reunion Ride took place September 29 through October 1 in Cass, Arkansas. The weather was superb, the trails were perfect for the vintage bikes, and a record crowd of ISDT veterans and vintage off-road fans enjoyed perhaps the best Reunion Ride to date. The Winters family and the Razorback Riders went the extra mile to put on an outstanding event, and everyone went home a winner.

The Y2K Reunion Ride was the fourth consecutive running of the event that was originally conceived by Leroy Winters and the legendary Dick "Bugsy" Mann. The event is dedicated to preserving the spirit of the tough ISDTs that preceded the 1982 changeover to the more modern ISDE format. Vintage reliability trials thrive in Europe, but the Reunion Ride is the only event of its type on this side of the Atlantic.

The variety of bikes in the our parc ferme continues to grow, however, and each year some new marques enter the competition. Four Rokons showed up this year, as did a pair of gorgeous 500 Triumph twins. Fred Hunter showed up with a beautifully restored OSSA SDR, and Andre Ming brought a Jawa 250 to ride and two 125 Zundapps to show. There was a Bultaco Matador, a CZ 250 Enduro, a Yamaha RT-1, an SWM, and any number of Pentons and Husqvarnas from the late 60's to mid-80's. The paddock here is as much an impromptu museum as it is an impound area.

The vintage bikes started rolling in late Thursday night and early Friday morning, and by mid-afternoon the parc ferme looked as it should, full of shining examples of vintage Six Days mounts. Riders and spectators alike strolled through the impound, stopping to admire and fondly reminisce as they picked their way through the rows of Pentons, Husky's, Triumphs and other machines, many long since out of production.

Almost two dozen ISDT veterans joined the festivities, some to ride, some to spectate, but all enjoying the Six Days atmosphere. Here was John Penton, continually signing autographs to fans young and old. Here was Tommy McDermott who won the first U.S.



Photos by Jo Ann Owens and Jeff DeBell

ISDT medal, a gold in 1949. Here were first-time participants Don Cutler, 6-time factory OSSA rider, and Stellan Tingstrom who rode a Monark 125 to gold in the 1973 Dalton ISDT. Here was Jeff Fredette with 19 ISDT/E medals to his credit, getting ready to go for number 20 in Granada, Spain, this year. Here were Kevin Hines, Ron Ribolzi, Dave Mungenast, Kevin Lavoie and a dozen other Six Days heroes, swapping lies, trading war stories, tirelessly posing for photos

with fans, answering questions and signing t-shirts, photo albums, and anything else the vintage fans thrust in front of them.

Snapshot: Dave Mungenast's Isle of Man Rokon arriving with a chain hooked to it...labeled "Attach other end to boat."

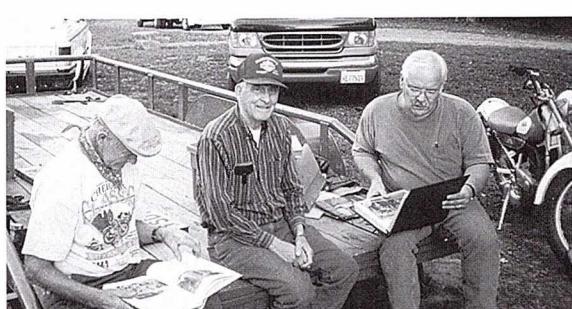
Click! Don Cutler wearing a brand new Yankee jersey while admiring Fred Hunter's beautifully restored OSSA SDR

Click! Vintage collector John Sawatzki, ISDT vets Ron Ribolzi and Ray Mungenast, and current ISDE team rider Steve Van Zant standing around the parc ferme trading "Dirty Little Johnny" jokes.

There were 58 riders entered this year, a 50 percent increase over previous years, with fully a dozen current and past Six Days veterans riding. At least another dozen ISDT vets were forced to send their regrets due to prior commitments. The rider interest is there, and this event has nothing but growth on the horizon for the coming years.



Five guys you haven't seen at Six Days in a while, and one who won't quit: From left, Kevin LaVoie, Ray Mungenast, Don Cutler, Jeff Fredette, Chris Carter, Kevin Hines. They raced like the old days, and we'll bet they'll be back next year!



Dick Mann, Tommy McDermott, and Ed Youngblood looking through the scrap books (J.D. photo). Right: Dave Mungenast gets an enthusiastic greeting from John Sawatzki.





Garry Mayfield on his 1965 Triumph 500. Nothing like putting the throttle to it on the grass track!

The sole solemn note of the weekend was the loss of trail boss Darrell Judy. Darrell suffered a fatal heart attack while riding a Black Jack series enduro the previous weekend, and his loss hit the Razorback club hard as Darrell almost single-handedly did the course layout work. Every club member went the extra mile, however, and the excellence of the course, indeed of the entire weekend experience, was a tribute to the many hours of work and miles of trail scouting that Darrell had put in just for this event.

Standing orders for the trails were "on the pegs" for the weekend. On the newer bikes (meaning late 70's & early 80's) it wasn't as much of an issue, but those mounted on late 60's to mid-70's machines got a

workout on the rocky trails. There were no stoppers, but the trails had plenty of technical areas including some virgin trail, rock gardens, bony uphill climbs and steep descents. The trails climbed up and down the Boston Mountains, and a couple of the downhill runs had enough of an elevation change to make your ears pop! Some fireroad sections were thrown in for good measure, just enough to give the knees a break before the riders were routed back into the woods sections.

Time-keeping was pretty much non-existent, as the emphasis for the weekend is to have fun, not thrash bikes into the ground trying to maintain tight time schedules. The exceptions to the lax time-keeping were the various special tests. Terrain tests of 1.5 and 2.5 miles were held respectively on Saturday and Sunday. Saturday also saw timed acceleration and braking tests and a timed grass track lap. On Sunday the grass track was run in five lap crowd-pleasing motos by class. As noted before, the riding couldn't be beat!

Day One dawned crisp and clear and a dozen miles of challenging yet passable trails brought the riders to the first special test of the weekend, a mile and half terrain test of tight and technical woods work. E-Line's Kevin Hines set the standard for this and



The SWM

I'm the kind of guy who always checks out the bikes for sale in the Sunday paper, but I skip over the Harleys, Hondas, and rest of the UJMs, instead looking at the "oddball" stuff for sale...AJS, Bultaco, Husky, Penton, Triumph. You get the picture. The advent of the internet and eBay made it more fun, 'cause eBay's got pictures and everyone knows us bikers relate better to pictures than we do to words.

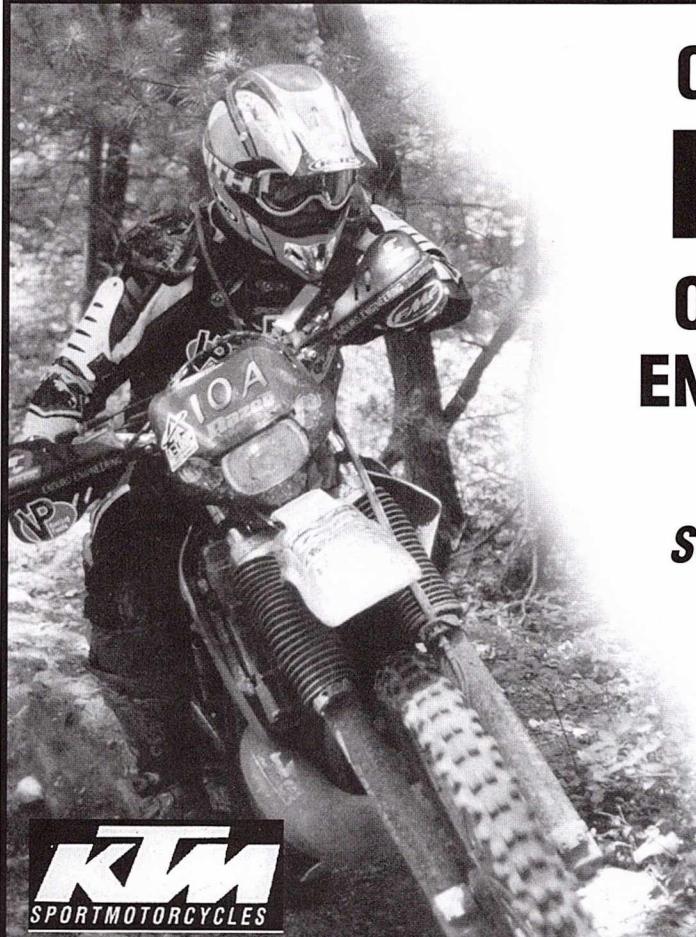
When a 440 SWM appeared on eBay last spring it caught my eye in an instant...full enduro lighting, center stand, tool bag...and it was more than eccentric enough to be just the thing to bring to the ISDT Reunion Ride. I sort of half-heartedly bid on it and before I knew it I was picking it up at the Forward Air terminal in Kansas City. (Note: Forward Air is economical and they provide excellent service!).

The bike is a joy to look at for me, because anything even remotely related to the Six Days gets me going. A spin up and down the block proved that the bike would be a hoot to ride as well. Thankfully it is only a five-speed. A sixth cog would only give it one more gear to loft the front wheel in and would provide a top speed high enough to peel your eyelids all the way off (fifth gear peels 'em half off!) I've got an ex-SWM dealer only a few hours away from me and he was able to provide expendables like air filter elements, cables and the like.

As I prepped the bike for the Reunion Ride I allowed my mind to wander. I'd already done a little research and knew

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GETTIN' TO IT!

The ECEA competitors get down towards the end of the season

Moonshine Enduro

Round 16, Brandonville, PA 9/17

Suzuki jock Aaron Kopp won handily at the Moonshine Enduro, edging out runner-up Fred Hoess (Hus) by a score of 20-22. The Optimum Power Technologies, KCR Racing, Dunlop, Moose, Scott, Acerbis, Boyesen Engineering, Twin Air, White Bros, Works Enduro Rider, CTI, Cycra, Alpinestars, ELF, Works Connection, N-Style, IMS, Renthal-sponsored rider set benchmark scores in each of the day's six special tests, beating Hoess by a point at two of the three morning check-outs. Hampered by a broken rear break pedal on his Husqvarna, Hoess was unable to turn the tide in the afternoon, merely equaling Kopp's scores. "I broke off the break pedal soon after leaving the gas stop and rode nearly the entire second loop without a rear brake," explained Hoess. This sealed the win for Aaron, his second grand championship trophy of this '00 season. "I thought the event was laid out well and the rocks always kept you on your toes. They used some really nice trails there," commented Kopp afterward. "My Optimum Power KCR-prepared Suzuki worked great—the set-up was spot on. I did however have one interesting experience, in the last section just after the spectator stream crossing," Kopp recounted. "I looked down at my ICO and drifted not more than 6 inches into the grass. To my surprise, I found a log probably 16 to 18 inches in diameter, which triggered an abrupt stop. Several deep breathes later and I was back on the trail and other than that I just rode smart and had fun."

This year's event was graced with great weather. Bright sun and clear skies were accented by cool temperatures that crested in the low 70s, near optimum conditions for Sunday racing. The two loop course made use of much challenging trail, characteristic to these Pennsylvania coal lands. However, most sections were fairly short with big resets afterward, allowing most all riders to get back

on time without having to speed on any connector sections. Tacky soil conditions were the norm on most trails and made for near perfect traction. Conversely, four, count 'em four, Catawissa Creek crossings in the day's final test were easily conquered by those riders who were calculating and careful. To the spectator's delight, however, more than a few riders still insisted upon blazing across the slick creek bottom paved with mossy rocks. Many of these riders were rewarded with a cool September afternoon swim in the stream.

Other than grand champion Kopp, it was a day in which AA class riders dominated, a tribute to the



Aaron Kopp kicked a little tail at the annual Moonshine enduro, taking Grand Champ with a two-point cushion. Below: Stacey Clark crosses the Catawissa, everybody's favorite Moonshine water hole.



technical nature of the course. Just behind the lead pair of Kopp and Hoess was ISDE veteran Chris Smith (Suz) who piloted his DRZ400 to a 24 point finish to claim third overall and the final podium position. Chris is a regular at Moonshine, and also the Professor of Roostology for the annual Chris Smith Riding School held in conjunction with the event on Saturday afternoon. Jack Lafferty, Jr. (Suz) spanked his RPM RM167 to a 25 point finish, nailing down the fourth overall seed, while the 26 point cards of Marc Grossman (Hus), Craig Shenigo (KTM), Rob Mohn (Kaw), and Bill Atkinson (KTM), filled the fifth through

eighth overall slots, respectively. Among them, KDX jock Mohn turned in the best A class score on the day to earn High Point honors. Rounding out the day's top finishers were Richard Moyer (ATK), who bested the A Veteran class with a 27 score and Mike Moore (Yam) at 28 points down. In intermediate class action, Joe Cartwright (Hon) dropped 37 points en route to top honors in that class, earning the High Point B prize. Likewise, novice class rider Walter Whildin (Hon) put up a 48 card to win the High Point C award.

A couple of weeks after the race we queried Kopp regarding his series championship aspirations. Aaron replied, "As for my plans for the ECEA enduro title, I haven't been able to ride enough events to make it interesting." As a regular on the GNCC starting line, Kopp continued, "My schedule will only allow me to ride the last one at Delaware, so I don't see getting enough points to do much, but I really like riding these ECEA enduros and with the right support I wouldn't mind riding the whole series."

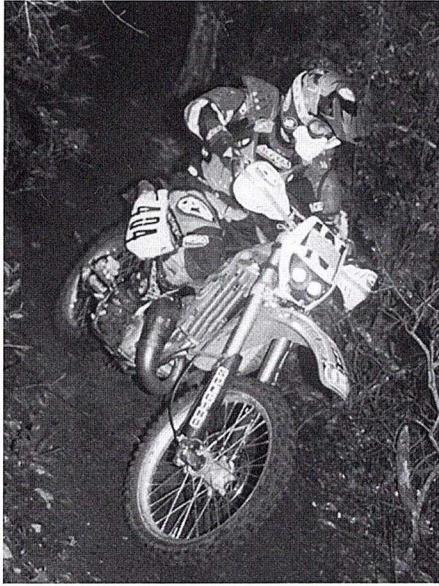
Moonshine event sponsors who donated contingency prizes included Boysen, Twin-Air, Matto Cycle, Leisure Equipment, Link Cycle, Cycle Adventure, Bromley KTM/Suzuki, Blockers Yamaha, Cycle Max, B&B Sales & Service.

Scrub Pine Enduro

Round 17, New Lisbon NJ 9/24

Fast Freddy Hoess continued his late season kick, claiming grand champion honors at the Scrub Pine Enduro. Campaigning the same WR125 that he intends to race in the upcoming ISDE, the Husqvarna USA factory sponsored rider aced the field, putting up benchmark scores in each of the day's points-taking sections and finishing at 24 points down. It was a surprising victory for a 125 pilot considering the day's conditions. Each of three morning tests included lengthy trail sections of deep, power-robbing sugar sand. Even in the best of conditions, this terra firma is best attacked with horsepower. Making matters worse, not more than an hour after keytime the skies opened up, releasing a deluge that turned the coarse white sand into a heavy wet morass. Undaunted, Hoess skipped across this soup all day long, crafting a three point margin between himself and Mike Bradway (Yam) to earn the win. Runner-up Bradway's 27 point score bested that of third place finisher Jack Lafferty, Jr., who burned the first check-in of the day and ended up with a 28 card. Bradway's finish secured for him High Point A honors while Jack Jr. tallied vital points in his quest for his ninth ECEA championship.

The Ocean County Competition Riders had laid out a shortened 65 mile course for the day, mainly due to last minute shenanigans pulled by the NJ Pinelands Commission, which is somehow in the course approval loop (don't start me here). Unfortunately, it was OCCR's infamous blueberry field section that fell prey to the overzealous attention of the NJPC. We had



Fred Hoess took the AA class at Moonshine, then the overall at Scrub Pine. (Jungle Dave photo)

been looking forward to a second crack at that test after being thoroughly spanked in there a couple years ago. Alas, it was not to be.

However, we were still left with plenty of good trail and a challenging test, more than enough to satisfy all but the most bent off-road masochist. There were four sections for the day, three in the morning and the one afternoon test that suffered (read: was shortened) due to the reroute. Trail sections were predominantly fast, some run at a 30MPH clip in order to

Moonshine Enduro	2. Al Switzer	KTM 32	2. Sean Kinley	Gas 48	2. Giuseppe Bergami	Kaw 106
Class Results	3. James Bowen	Hon 32	3. Brandon Sigety	Kaw 48	3. Kenneth Reber	KTM108
Grand Champion	4. Mark Moyer	ATK 33	4. Ray Strohm	Kaw 52	C200	
Aaron Kopp	5. Len Baltimore	KTM 34	5. Jacob Williams	Kaw 56	1. Chris Huston	Yam 68
High Point A	A Four Stroke		B250		2. Jeff Mcdougal	KTM 77
Rob Mohn	1. Richard Shirk	Yam 34	1. Scott Stryker	Kaw 40	3. Sean Maclean	KTM 82
High Point B	2. Joey Wallace	Hon 36	2. Steve Saubier	KTM 43	4. Kyle Rehatchek	Hus 101
Joe Cartwright	3. Douglas Groff	KTM 37	3. Jim King	Hon 47	5. John Dragon	KTM110
High Point C	4. Peter Kinf	Hon 40	4. Mike Melniczuk	KTM 47	C250	
Walter Whildin	5. Steve Bowman	Suz 42	5. E. Larry Bagby	Suz 49	1. Jon Walsh	KTM 66
AA	A Veteran		B Open		2. Jamison Smith	KTM 72
1. Fred Hoess	1. Richard Moyer	ATK 27	1. Aaron Griffin	KTM 44	3. Karl Logan	Suz 73
2. Chris Smith	2. J. Mccommon	KTM 36	2. Mike Ufferidge	KTM 48	4. Dan McCaslin	Kaw 77
3. Jack Lafferty	3. Ken Law	KTM 38	3. Jerry Cerio	KTM 50	5. Michael Zuzolo	Gas 81
4. Marc Grossman	4. Steve Aretz	Hon 40	4. Rich Hobbie	KTM 50	C Open	
5. Craig Shenigo	5. Craig Seely	KTM 41	5. David Barnes	ATK 52	1. Will Thackrah	KTM 58
A125	A Senior		B Four Stroke		2. Brian Gregas	KTM 62
1. Mike Sigety	1. James Gunselman	Yam 31	1. Brian Williams	Yam 42	3. Todd Way	KTM 65
2. Brian Carden	2. Scott Snyder	Yam 32	2. Daniel Maksimik	KTM 46	4. Jeff Shaw	Yam 70
3. Daniel Nicoloff	3. Steven Michalski	KTM 33	3. Bob Barr	KTM 49	5. Ed Folweiler	Hon 70
4. Dan Stoppi	4. Robert Mcneel	Hon 36	4. James Paul	Yam 51	C Four Stroke	
5. Mike Berenbak	5. Wayne Fontanazza	Yam 37	5. Jeffery Booth	Hon 73	1. John Lenick	KTM 53
A200	A Super Senior		B Veteran		2. Chris Schultz	Hon 54
1. Rob Mohn	1. Tom Marsh	KTM 48	1. Dee Harrell	KTM 40	3. Mike Harpster	Suz 61
2. Dave Mealing	2. Peter Parlett	Hon 52	2. Mike Kowalsky	KTM 46	4. Rick Rizzon	Yam 68
3. Bill Gilbert	3. Jack Lafferty	KTM 52	3. Michael Biliunas	Kaw 46	5. Bob O'reilly	Yam 83
4. Todd Quinn	4. Richard Tompkins	KTM 55	4. Jim Stine	Yam 49	C Veteran	
5. Mark Schleeweis	5. Tom Phillips	KTM 63	5. Randy Towers	KTM 54	1. Walter Whildin	Hon 48
A250	B125		B Senior		2. Jim Menhorn	KTM 64
1. Aaron Kopp	1. Joe Cartwright	Hon 37	1. George Milchick	Yam 55	3. Neil Price	Yam 65
2. Rob Aldakimov	2. Daniel Carper	KTM 42	2. Francis Weaver	Suz 62	4. Darren Foss	Kaw 69
3. Chuck Stapleford	3. JcMallory	Suz 44	3. George Bressler	KTM 65	5. David Stianche	KTM 73
4. Bruce Lowman	4. Rob Trout	Yam 48	4. Joe Manning	Kaw 67	Masters	
5. Michael Bradway	5. Aaron Jelliff	Suz 50	5. Paul Moura	Kaw 69	1. Joe Galie	KTM 85
A Open	B200		B Super Senior		Women	
1. Steve Geurs	1. Roy Harrell	KTM 46	1. Karl Lagus	Hon 89	No finishers	

ensure points loss. This proved to be no problem as the tricky off-camber trail, stick farms, ruts, water crossings, and the aforementioned heavy wet sand served up a steady diet of demanding enduro terrain

that kept riders on their toes and off the pace all day long. Regarding the weather, it might have been fall on the calendar, however it felt like a summer rain. Early

(Continued on page 33)

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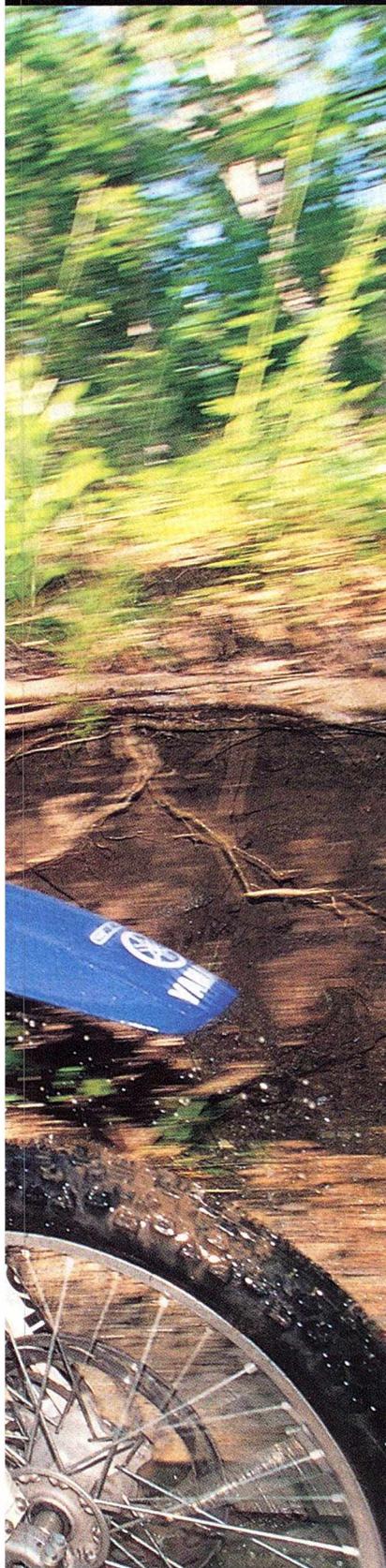
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TRI-COUNTY H.S.

Bennett triumphs on his home turf

Round #6, Port Elizabeth, NJ 10/1

Fairway Cycle's Kevin Bennett (Hon) ran a smart race at the Tri-County Hare Scrambles, biding his time early-on to set himself up for a come-from-behind victory. The Fairway Cycle, Raven Gear, County Paintball.com, Hartem Welding, WER, Maurtco Power Coat, Arai Helmets-sponsored rider fought off the effects of a summertime of non-racing, finishing four laps a scant 30 seconds ahead of runner-up Fred Hoess (Hus). It wasn't until the white flag lap that Bennett made his move, using the fast MX sections in the beginning of the loop to pass Hoess, and then capitalizing upon Hoess's subsequent bike problems to make it stick. Bill Atkinson (KTM) rounded out the podium, finishing third overall three minutes behind Hoess.

Bennett was plenty stoked afterward. "I'm a little out of shape as I haven't raced all summer long. Once I calmed down I was okay and then I could pick the pace back up." Judging by the first lap it appeared that a completely different set of results was likely as Woodbury Powersports's Steve Pfeffer (Kaw) sprinted into the lead and built on it significantly. Bennett explained, "Pfeffer was going good so we pretty much let him go. I had arm pump for the first lap and a half—I needed to calm it down and then turn it on later." And that's what he did. Kevin lauded the performance of his bike: "I'm riding a totally stock CR125 with WER suspension. The CR works really good, you don't have to do a whole lot—my suspension setup was right on for the Tri-County course."

Husqvarna factory rider Fred Hoess had a pretty rough day in the saddle, but still managed to bring home second place points. Sticking with the lead group throughout the race, Hoess drove his WR125 into the lead after pitting at the start of the third lap and maintained it until early into the fourth. Unfortunately, soon thereafter his bike began falling apart, as problems with his rear wheel, handlebars and quick fill cap all managed to distract the Husky rider. Hoess finished on a rear wheel with a dozen or more broken spokes (final count 18—ed.), a broken handlebar crossbar, and flapping quick fill fuel cap. It was the quick fill cap that was the final straw as it jammed in between fork and radiator causing Hoess to tag a tree big time while chasing Bennett on the last lap. He smartly settled for second afterward.

Bill Atkinson was a surprising entry at the Tri-County race, foregoing a day off to come down to South Jersey to try his luck at a local event. Before the race Bill recounted problems with his quick fill tank the week before at the GNCC. "The fill valve wouldn't reseal after refueling and actually jammed open in spite of all efforts to free it up," Billy expounded. "I rode most of the event with gas slosh-

ing out of my tank." Obviously this saw his results suffer. "I'm trying out a newly designed fill valve today—hopefully I'll have a better go at it."

It was a beautiful day for racing with clear skies and comfortable temperatures that settled out in the mid-70s. The sponsoring club had a three event card planned that included the MC main event run over a 13 mile loop, youth races on a shortened loop (3-4 miles) followed by ATV races later in the afternoon. The course included MX sections carved into two adjacent gravel pits and considerable woods trail running around them, through characteristic hard-

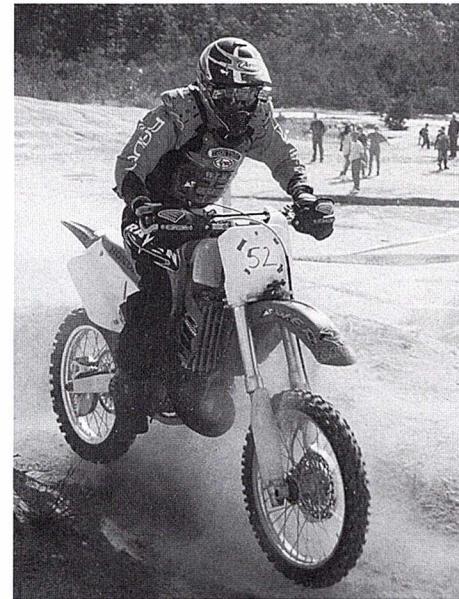


Steve Pfeffer jumps out of the pits and into the woods, on his way to a fourth overall.

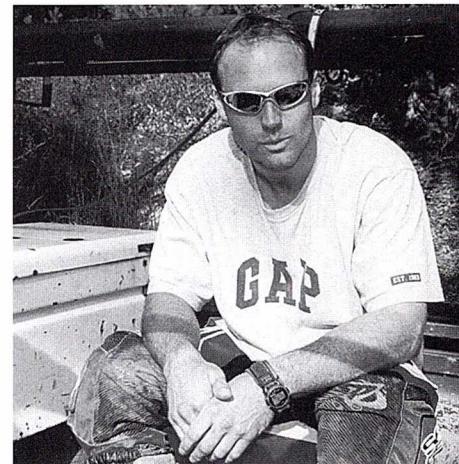
wood forest. Most trail sections were plenty rugged (chuck holes, ruts, roots, etc.) with a number of minor water obstacles that were more of a roost hazard than actual risk of getting stuck. Great spectating opportunities abounded on the TCSMC course.

Blow by Blow

The main event started pretty much as scheduled at 11 o'clock. The start chute was short and quickly choked riders down into a brief tight trail section through second growth pine. Steve Pfeffer soon assumed the lead, managing to build a healthy margin by laps end as the big boys seemed to let him set the pace. Pfeffer was the first through the barrels with an elapsed time of about 36 minutes, which equated to a pace a little better than 20MPH. Pfeffer held a 30 second advantage over Atkinson, who was



Kevin Bennett recovered from arm-pump and rode a smart race to take the overall on the last lap.



Matto Cycle's Bill Atkinson put in a rare ECEA appearance to take third overall for the day.

trailed by Bennett and Hoess.

Things tightened up on the second lap as a four man freight train maintained the lead, coming through over a 20 second span. Atkinson was in first, followed by Bennett, Pfeffer and Hoess, all wheel to fender. Bennett recounted, "Everybody refueled after the second lap and that's when Hoess (quickest out of the pits—ed.) got in front." Hoess was the first one



Ryan McGaha won the 12-15 year old class in the popular Youth class race.

out of the pits and held the lead throughout the lap, closely followed by Bennett. The two riders passed through the barrels to begin the white flag lap like Siamese twins. Atkinson began to drop back here, a minute behind the lead pair; Pfeffer further still (two minutes behind Atkinson) although he still easily held down fourth. It wasn't long before Bennett made his move and passed Hoess in the gravel pit section before the two leaders headed back into the woods. Far from giving up, Hoess stuck with him until his bike began to self-destruct, precipitating an unplanned tree hugging episode. This dallying dropped him back as Bennett cruised to the victory from there, finishing less than 30 seconds in front of Hoess as he limped in on his broken bike. Atkinson followed some three minutes later and Pfeffer another three after that. Also noteworthy, Craig Shenigo (KTM) started a minute back from the leaders on the second row, rode hard all day to move up to fifth overall by race's end. ↑



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Tri-County Hare Scrambles	
Overall	
1. Kevin Bennett	Hon
2. Fred Hoess	Hus
3. Bill Atkinson	KTM
4. Steve Pfeffer	Kaw
5. Craig Shenigo	KTM
6. Mike Bradway	Yam
7. Marc Grossman	Hus
8. Bob Bennett	Hon
9. Mike Arendasky	Hon
10. Tom Britton	Hon
A Light	
1. Kevin Bennett	
2. Fred Hoess	
3. Mike Arendasky	
4. Steve Larkin	
5. Brian Carden	
A Heavy	
1. Bill Atkinson	
2. Steve Pfeffer	
3. Mike Bradway	
4. Marc Grossman	
5. Tom Britton	
B Light	
1. Rob Convers	
2. Frank Lupperger	
3. Rob Trout	
4. Tom Beecher	
5. Dave Bader	
B Heavy	
1. Mike Meliniczuk	
2. Mike Kowalsky	
3. James Early	
4. Phil Uhland	
5. David Mills	
C Light	
1. Wally Plamer	
2. Mark Osteen	
3. Will King	
4. Chase Compton	
5. Dante Dottavio	
C Heavy	
1. Glen Keesey	
2. Mike Errickson	
3. Ted Ryan	
4. Charles Hannah	
5. Joe Sumpter	
Four Stroke	
1. Bob Bennett	
2. Mark DiPasquale	
3. Doug Groff	
4. Greg Davies	
Veteran	
1. Craig Shenigo	
2. Jim McCommon	
3. Jeff Brown	
4. John Stabowski	
5. Bill Gillmore	
Senior	
1. Jim Gunselman	
2. Kevin Reed	
3. Dan Compton	
4. Dave Bostrom	
5. Joe Dublas	
Super Senior	
1. Jack Lafferty	
2. Scott Wolfersberger	
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2001: BEST YEAR

The new year is a great year for new motorcycles



It has to be the oldest continuously-produced off road bike in the world--the Kawasaki KDX200 is back again this year with few changes, along with its larger bore cousin, the KDX220. They work well, better when you fiddle with them, they come at a bargain basement price, and have a warranty. What more do you need?

Husqvarna's TE570 is the latest, lightened version of the venerable 610, with a smaller, quicker-revving engine and a much slimmer, sleeker profile. All of the Huskys have received major improvements, such as new frames, new rear suspension systems, new steering geometry, new forks on some models and larger diameter rear axles. Street legal dual sport and Super Motard models will fill out the line, along with Husky's three 50cc minis.



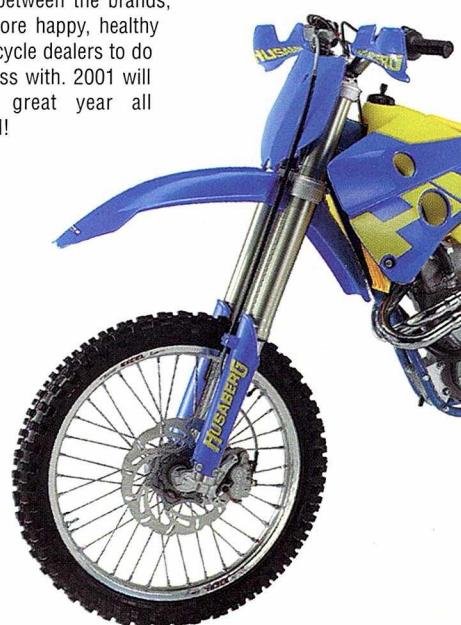
Cannondale finally released their much-anticipated 432cc MX400 this fall, to the delight of a few hare scramblers and motocrossers who are already racing them. The more off-road oriented XC400 and EX400 (cross country and enduro) are scheduled for delivery early in 2001.

It just seems like things keep getting better and better. 2000 was a great year for motorcycle sales, and 1999 was not so shabby either. Riding on the crest of this wave of newfound income, all of the motorcycle factories have responded with great new machines for us to play with.

Evidence of this health is everywhere. A large group of KTM dealers got to go to the KTM factory in Austria in September, where we witnessed a new, huge factory in operation, 600 energetic employees and state of the art production lines throughout. KTM is doing well these days. At the same gathering, we were informed that KTM would retain ownership of Husaberg, rather than cut Husaberg out of the corporate plans, which is a great boon to that little Swedish company. In response, Husaberg has announced a laundry list of changes and new model designations.

World renowned bicycle manufacturer Cannondale this year has finally started shipping units of their Dirt Rider "1998 Bike of the Year". We've actually seen people getting them dirty, and the company plans to keep improving the machines for 2001. Husqvarna has gone through its model line with a fine-tooth comb, and brought out dozens of changes to a bike that's already a serious force to be reckoned with. The Japanese companies are of course all in line as well, with rumors from Honda of new models to come, and the introduction of the new YZ250 and WR250 four-strokes from Yamaha.

It's all good. To us it means more selection, more competition between the brands, and more happy, healthy motorcycle dealers to do business with. 2001 will be a great year all around!



R YET



Gas Gas is serious about 2001. Pictured is one of their new "SE" limited edition series bikes, with Ohlins Gold Series forks and shock, Enduro Engineering handguards, WER steering damper and increased horsepower over a stock machine. The regular line of Gas Gas MX, EC and XC machines will have higher compression ratios, more horsepower than a 2000 and lots more. We should see a 400cc and 250cc four-stroke in 2001, too.

New Husaberg models for this year include the new Cross Country (FX470 pictured), which is an electric-start hare scrambles racer. Three models of Enduro (400, 501, 650), two motocrossers (470, 550), the FX470 and 650, and Super Motard models FS400 and FS650 complete the line.



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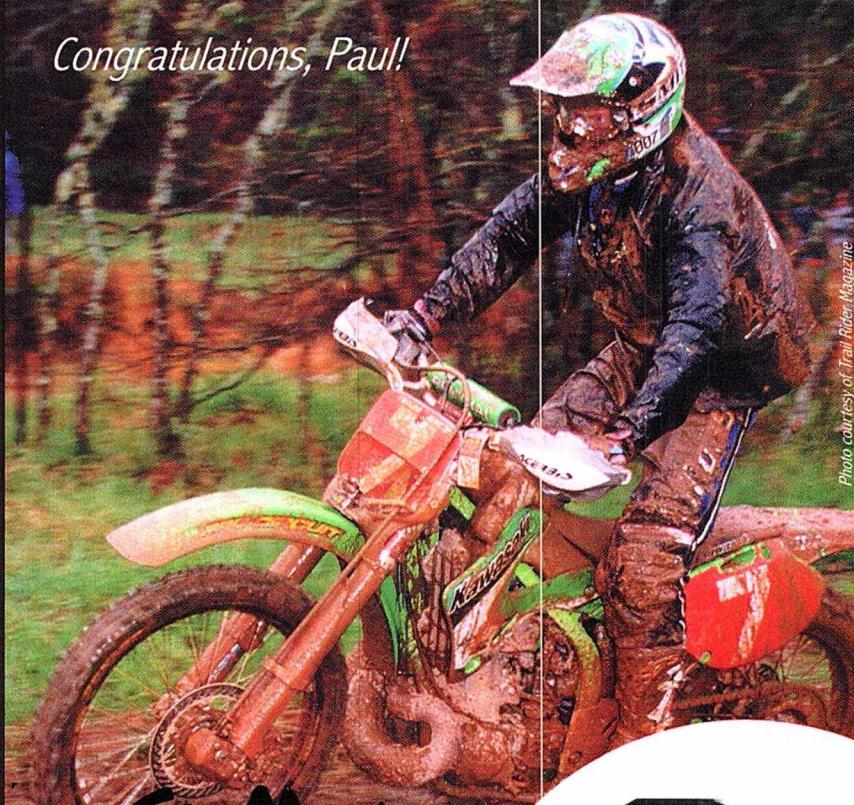


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Jim Jarrett scored two more top ten finishes, and is ensuring himself a spot on Pit Row next year.

found my way back up into third, where I wanted to be on the last lap, but then made a little mistake and went down, and dropped back to fourth. I didn't think I'd see the leaders again, but I rode aggressive and caught them, and here I am."

Seconds behind Smith at the finish was series points leader Shane Watts (KTM), who was shaking his fist and obviously angry. Watts was running third coming into the Pro pits on the last lap, until Smith squared off a turn and banged into Watts, surprising a huge rank of spectators on hand. When asked about it on the podium, Smith only offered "There was a couple times in the woods Shane cut me off, and I didn't think that was necessary, but if he wants to play that way I'm sorry I had to play that way in front of everybody. What goes around comes around."

High Point GNCC Class Results							
Pro							
1. Steve Hatch	SUZ	2. Dennis Decker	KTM	5. Mark Good	YAM	3. Eric Remick	YAM
2. Fred Andrews	KAW	3. Tony Taraborrelli	YAM	Senior B		4. Gary Yough	YAM
3. Rodney Smith	SUZ	4. Jeffrey Hursh	YAM	1. Mark Steen	YAM	5. Greg Nehr	KAW
4. Shane Watts	KTM	5. David Bittner	HON	2. Donald Bigley	HUS	Vet C	
5. Paul Edmondson	KAW	1. Mark Smith	KTM	3. James Vicheck	YAM	1. Darin Ekis	KTM
6. Jim Jarrett	SUZ	2. Michael Holbert	YAM	4. Mark Mihalik	KAW	2. Todd MacDonald	HON
7. Mike Kiedrowski	SUZ	3. Kenneth Mills	KTM	5. JD Hammock	KAW	3. Dino Colaianni	KTM
8. Jason Raines	YAM	4. Troy Schlereth	HON	Sportsman		4. Kevin Cozzi	KTM
9. Chuck Woodford	KAW	5. Owen Hightower	SUZ	1. Shane Nalley	SUZ	5. Paul Clary	SUZ
10. Robbie Jenks	YAM	1. David Wolfe	KTM	2. Paul Clipper	KTM	Senior C	
Open A		2. Benjamin Williams	KTM	3. Steven Adams	KTM	1. Mark Willman	SUZ
1. Jeff Melik	YAM	3. Troy Wertz	KAW	4. Doug Whitmer	YAM	2. Charles Cress	SUZ
2. Jeff Murgel	YAM	4. Jeremiah Ervin	HON	5. Super Senior		3. Raymond Drugmand	SUZ
3. Dave Gunn	HON	5. Brian Kaufman	KTM	1. Joe Hull	YAM	4. Derek Wiefling	YAM
4. Chad Coon	KTM	250 B		2. Terry Mealer	YAM	5. Rodney Frecker	HON
5. Jeremy Berwanger	KTM	1. Gary Fridley	SUZ	3. Frank Erbe	YAM	Women	
250 A		2. Blair Jackson	SUZ	4. Wade Summers	HON	1. Jennifer Shultz	YAM
1. Cole Calkins	KAW	3. Brian Wright	KAW	5. Jack Falbo	KAW	2. Heidi Landon	HUS
2. Andy Shea	KTM	4. John Barber	YAM	200 C		3. Bonnie Hamrick	YAM
3. Richard Lafferty	KTM	5. Sean Clayton	KAW	1. Jeff Snouffer	KTM	Mini Junior	
4. Aaron Kopp	SUZ	200 B		2. Brian Howell	SUZ	1. Thad Duvall	KAW
5. Ricki McAtee	SUZ	1. Mike Mihalik	KTM	3. Joshua Whisnant	KAW	2. Scott McClure	KAW
200 A		2. Michael Faulk	SUZ	4. Matt Cosma	SUZ	3. Morgan Green	KAW
1. Chris Gallit	KAW	3. Scott Watkins	KAW	5. David Galiomo	YAM	4. Adam Giddings	SUZ
2. Joshua Knapp	KAW	4. Brian Melik	KAW	250 C		5. Tyler MacDonald	YAM
3. Brett Zofchak	KAW	5. Anthony Glasso	SUZ	1. Terry Deal	HON	Mini Intermediate	
4. John Rentschler	KTM	1. Bryan Muscavitch	SUZ	2. Eric Stewart	YAM	1. D R Atwood	KAW
5. Brian Guethoff	SUZ	2. Jeff Solinger	YAM	3. Stephen Guenther	HON	2. Charles Mullins	HON
Four Stroke A		3. Paul Blaner	YAM	4. Christopher Spear	HON	3. Joshua Gaiten	KAW
1. Ronnie Burnfield	SUZ	4. Darryl Schulz	HUS	5. Clay Courson	YAM	4. Christopher Bach	KAW
2. Brad Hamrick	YAM	5. Mike Hanchett	YAM	Open C		5. Brian Guenther	YAM
3. Scott Phillips	SUZ	Vet B		1. Louis Grkman III	KTM	Mini Senior	
4. Darius Lattea	YAM	1. Ray Owens	HUS	2. Samuel Allen	GAS	1. Travis Green	KAW
5. Curt Wilcox	SUZ	2. Russell Bain	HON	3. Shawn Remington	KAW	2. Justin Dyke	KAW
Vet A		3. Larry Musick	YAM	4. Donald Schroeder	HON	3. Jonathan Woodford	KAW
1. Tim Shephard	YAM	4. Lionel Asselin	YAM	5. Clint Edwards	SUZ	4. Bryan Happle	KAW
				1. Carl Pettit	YAM	5. Wallace Palmer	HON
				2. Henry Turner	YAM		

From what we could piece together, Watts' "high line" in the woods was a full-on course cut that a

group of spectators uncovered and steered him into on that lap. Hey, you know, when you're racing you

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Pro	3. Tim Shepard	YAM	5. David Powell	YAM	1. Carl Pettit	YAM	
1. Fred Andrews	KAW	KTM	Senior B		2. Cecil Rose	YAM	
2. Paul Edmondson	KAW	YAM	1. Mark Steen	YAM	3. Ben Butler	HON	
3. Steve Hatch	SUZ	Senior A	2. Robin Miller	SUZ	4. Makoto Kurashita	KAW	
4. Doug Blackwell	YAM	1. Keith Rodgers	3. Donald Bigley	HUS	5. Kevin Larson	KAW	
5. Robbie Jenks	YAM	2. Mike McCarron	4. Benjamin Smith	YAM	Vet C		
6. Jim Jarrett	SUZ	3. Troy Schlereth	5. Mark Mihalik	KAW	1. Dino Colaiani	KTM	
7. Randy Hawkins	YAM	4. Kenneth Mills	KTM		2. Shawn Downing	KTM	
8. Jason Raines	YAM	5. Mark Smith	1. Terry Cunningham	GAS	3. Eric Simpson	YAM	
9. Michael Lafferty	KTM	Open B	2. Shane Nalley	SUZ	4. Mike Livada	SUZ	
10. Brian Garrahan	KTM	1. David Wolfe	3. Rob Voorher	CAN	5. Kevin Cozzi	KTM	
Open A		2. Eric Houck	4. Alan Randt	KTM	Senior C		
1. Jeff Murgel	YAM	3. Kris Aldridge	5. Mark Hyde	KTM	1. Mark Willman	SUZ	
2. Mark Adkins	KTM	4. John Karcz	KTM		2. Charles Cress	SUZ	
3. Chad Coon	KTM	5. Cecil Kelly	KTM	1. Terry Mealer	YAM		
4. Norman Feth	YAM	250 B	2. Frank Erbe	YAM	3. David Diatri	KAW	
5. Jeff Melik	YAM	1. Blair Jackson	3. Harry Greenlee	YAM	4. Rodney Frecker	HON	
250 A		2. Phil Smith	4. Jack Falbo	KAW	5. Gary Fridley	SUZ	
1. Ricki McAtee	SUZ	3. Gary Fridley	SUZ		Women		
2. Richard Lafferty	KTM	4. Andy Brannon	5. Wade Summers	HON	1. Heidi Landon	HUS	
3. Bill Atkinson	KTM	5. Shawn Jackson	200 C		Mini Junior		
4. Todd Morain	KTM	200 B	1. Jeff Snouffer	KTM	1. Thad Duvall	KAW	
5. Aaron Kopp	SUZ	1. Mike Mihalik	2. Joshua Whisnant	KAW	2. Allen Nutter Jr	YAM	
200 A		2. Justin Fluharty	KTM		3. Tyler MacDonald	YAM	
1. Joshua Knapp	KAW	3. Scott Watkins	4. Eric Noel	KAW	4. Morgan Green	KAW	
2. Chris Gallt	KAW	4. Nathan Alering	5. Jim Kosut	SUZ	5. Jeff Guenther	KAW	
3. Justin Maxwell	KAW	5. Michael Faulk	250 C		Mini Intermediate		
4. John Rentschler	YAM	Four Stroke B	1. Terry Deal	HON	1. Charles Mullins	HON	
5. Brian Guethoff	SUZ	1. Paul Blaner	2. Christopher Spear	HON	2. Joshua Gaitten	KAW	
Four Stroke A		2. David Riel	3. Eric Stewart	YAM	3. Cody Calkins	KAW	
1. Ronnie Burnfield	SUZ	3. Jeff Solinger	HON	4. Jamie Smith	YAM	4. Christopher Bach	KAW
2. Brad Hamrick	YAM	4. Jacob Coy	Open C	YAM	5. Tony Hall	KAW	
3. Darius Lattea	YAM	5. Chris Burke	SUZ		Mini Senior		
4. Ryan Barrett	KTM	Vet B	1. Darin Ekis	KTM	1. Justin Dyke	KAW	
5. Kyle Milne	YAM	1. Russell Bain	2. Brandon Larson	KTM	2. Travis Green	KAW	
Vet A		2. Larry Musick	HON	3. Clint Edwards	SUZ	3. Bryan Happle	KAW
1. Steve McSwain	KAW	3. Mike Castellerri	YAM	4. Douglas McQuillan	KTM	4. Jonathan Woodford	KAW
		5. Samuel Allen	GAS	5. Samuel Allen	HON	5. Derron Oakley	HON

don't pay too much attention, and when a group of people get in your way and steer you up another path,

you're pretty much going to go. He didn't use the cut again after that, but the group he passed all wound up

getting fairly annoyed at him.

Watts' fourth place finish kept him off the podium, but fourth place points was all he needed to clinch the GNCC championship. "He's pissed off that I've won the championship, that's all," he aid about the Smith incident. "I knew Smith was out to get me, so I was ready for it when he finally rammed me. All I was concerned about was protecting myself, keeping from getting hurt again. You know, the word is that Suzuki is pulling out of the GNCC and racing back in California next year, and if they're going to ride like that good enough for them. It'll be a better series without the likes of them around." This finish at High Point gave Watts enough of a points cushion that his closest rival, Kawasaki's Paul Edmondson, could tie him in overall points by winning the last two races outright, but still lose the tie with one less overall win than Watts. Basically, that was it—Watts had won the championship!

Conditions for the afternoon race weren't too bad. The clay-based soil was slick and slippery, but all of us morning racers had skinned it off and rendered it just about perfect for the afternoon race. Smith took the early holeshot, dogged around the first lap by Kawasaki's Chuck Woodford, who has switched to the Pro class after wrapping up the A250 class win for the year. The two came around with Hatch trailing them on the first lap, and then Hatch faded back with tight arms. "My arms pumped so bad I was thinking of biting the crossbar with my teeth to hold on," he said. "I figured I'd let those guys go for a little bit and then come back with a vengeance!"

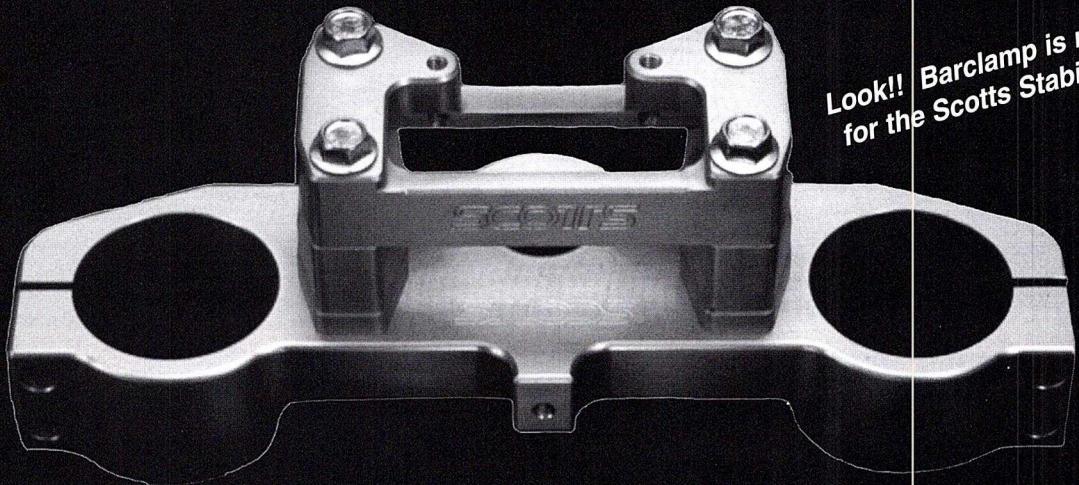
While Hatch was working the kinks out, Yamaha's Barry Hawk moved up into second place. In conditions that favor him and his own local crowd cheering

(Continued on page 34)

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ECEA Enduros

(from page 19)

morning downpours made for a difficult goggle day and chilly connector rides between sections, but no more. Warm temperatures eventually prevailed and rose into the 70s under clearing afternoon skies.

Trailing the podium finishes of Hoess, Bradway and Lafferty were a couple of 28 cards posted by Steve Pfeffer (Kaw) and Marc Grossman (Hus). Husqvarna factory rider Grossman came out on top, his TE410 edging out the Woodbury Powersports-sponsored Pfeffer's KX250 on emergency points. The pair finished fourth and fifth overall, respectively. Craig Shenigo (KTM), also in the thick of the Enduro Championship points race, had the best emergency points score among a trio of riders who dropped 29 points on the day. Craig's sixth overall finish surely added to his points cache, while seventh and eighth overall Steve Larkin (Yam) and Terry Tucker (Kaw), earned top honors in the A Veteran and A Senior classes, respectively. Long time enduro competitor Bruce Dengler (Hon) recently graduated to the Super Senior class, but hardly let that slow him down, posting a 30 score to fill the ninth overall slot while local yokel Pat Emmons (KTM) rode his 125EXC to tenth overall honors, his 30 point card earning him a first place trophy in the A125 class.

The High Point B prize went to B250 competitor James Earley (Kaw) on the merit of a 33 score. Husky WR125 pilot Rob Converse was runner-up, a single point back. In the novice class a pair of Veteran class riders Darren Foss (Kaw) and Walter Whildin (Hon) squared off with 44 point cards. Despite a burned check, Foss prevailed on emergency points to with the High Point C trophy while Whildin was rewarded with a first place trophy in the C Veteran class. ▲

Scrub Pine Enduro Class Results	A Four Stroke	3. Mike Melniczuk	KTM 42	C250
Fred Hoess	1. Dan Sharpless	Kaw 34	4. Mark Fischer	Suz 42
Grand Champion	2. Rob Comber	Yam 35	5. Philip Uhlund	Hon 44
Mike Bradway	3. Lou Green	Yam 43	B Open	
High Point A	4. Rich Shirk	Yam 44	1. Giles Ryan	KTM 39
James Earley	5. Rich Heins	Suz 44	2. Scott Dagrosa	KTM 44
High Point B	A Veteran		3. Trevor Davies	KTM 43
Darren Foss	1. Steve Larkin	Yam 29	4. Tom Blasscyk	KTM 48
High Point C	2. Dan Polak	Kaw 34	5. Mike Bark	Kaw 48
AA	3. Ken Law	KTM 35	B Four Stroke	
1. Jack Lafferty	4. John Rogers	KTM 35	1. Adam Garofano	Hon 42
2. Marc Grossman	5. Todd Fenton	KTM 35	2. James Paul	Yam 46
3. Craig Shenigo	A Senior		3. Chris Brown	Hon 47
4. Mike McHale	1. Terry Tucker	Kaw 29	4. Paul Dengler	Suz 47
A125	2. Cliff Tenney	KTM 33	5. James Chapman	Suz 49
1. Pat Emmons	3. Mark Uth	Hus 34	B Veteran	
2. Brian Carden	4. W. Fontanazza	Yam 34	1. William Gilmore	Kaw 37
3. Dan Stoppo	5. Scott Snyder	Yam 35	2. Marco Dottavio	Hon 38
4. Bob Solomon	A Super Senior		3. Mike Kowalsky	KTM 44
5. Mike Sigety	1. Bruce Dengler	Hon 30	4. Michael Bilunas	Kaw 47
A200	2. S. Wolfersberger	Hus 36	5. John Kasper	Suz 47
1. Bill Gilbert	3. Jack Lafferty	KTM 39	B Senior	
2. John Robbins	4. Tom Marsh	Kaw 42	1. Jay Ringler	Hon 41
3. Todd Quinn	5. Rich Tompkins	KTM 42	2. Joe Epperson	KTM 44
4. Eric Corbin	1. Rob Converse	Hus 34	3. Dave Velenger	Hon 45
5. Cris Garber	2. Joe Cartwright	Hon 37	4. Brent Bush	KTM 45
A250	3. Rob Trout	Yam 39	5. John Schoener	Hon 47
1. Mike Bradway	4. Allen Frei	KTM 41	B Super Senior	
2. Steve Pfeffer	5. Steve Brown	Yam 43	1. Steve Hyde	Hon 57
3. Bob Aldokimov	B200		2. Jack Lurtsma	KTM 59
4. Drew Smith	1. Sean Kinley	GAS 38	3. Ronald Eder	KTM 59
5. Jamie Wright	2. Frank Wilson	KTM 43	4. Roy Howard	Suz 72
A Open	3. Roy Harrell	KTM 44	5. Tim Stibitz	Kaw 75
1. Stacey Clark	4. Brandon Sigety	Kaw 49	C200	
2. James Landvater	5. Ray Strohm	Kaw 51	1. David Glenn	Suz 45
3. Charlie Crum	1. Jeff Potts	Hon 39	2. Tim Serineze	KTM 49
4. Al Switzer	2. Dave McGee	Yam 39	3. Nick Jones	TM 51
5. George English			4. Dan Green	Yam 51
			5. W. Bartleson Jr	Hon 52

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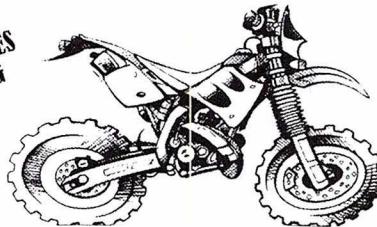
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Chuck Woodford lands the giant double, just barely. He's won himself a single-digit number for 2001.

him on, Hawk was in prime position for the win that's been eluding him all season, but this still wasn't going to be the day. On his third lap, his YZ250 decided it liked second gear more than the rest of them, and refused to shift out of it. That wasn't nearly enough gear for this track, and Hawk faded back until he quit on lap five.

By then, Hatch had recovered and taken advantage of everyone's pitting for gas to get into the lead, with Watts right behind. The two chased out after each other, with Watts coming out of the woods with the lead on lap five. Spectators cheered the Aussie, thinking he'd grabbed the lead for good, but he was still under considerable pressure from Hatch, Smith and Andrews, who didn't let him pull away. The next trip through the trees Watts came out in fourth, with Smith again in the lead, followed by Hatch and Andrews, but there were still two laps to go, along with another fuel stop for most.

Yamaha's Robbie Jenks took advantage of an earlier gas pit and took the lead on the seventh lap, knowing it wasn't going to last. The white flag was out, and Smith, Watts, Hatch and Andrews tore out of the pits

after him, in that order. After being shuffled through the trees one more time, Hatch came out first and claimed the prize. "It's been way too long," the elated ex-New Yorker shouted, "It's been over two years, and that's two years way too long!" Hatch attributed his success to training and a familiarity to greasy eastern terrain. "I live out west where it's all dust and poisonous snakes, so I came back a couple days early and practiced, slip-sliding around in the woods, testing different setups. And it really paid off to get used to this terrain as opposed to what I was doing in the desert."

Edmondson finished in fifth, a few seconds behind Watts. In sixth place was last week's overall winner, Suzuki's Jim Jarrett, with Mike Kiedrowski—riding a two-stroke RM—a few seconds farther back. Jason Raines (Yam) finished eighth in the class, followed by Chuck Woodford and Robbie Jenks.

Scarecrow GNCC

Round 13, Ulrichsville OH 10/8

Ohio was the second round we just didn't get to this year. Work pressure and getting ready to leave for the ISDE in Spain kept us out of the van and safely at home, and we heard later that it was a pretty smart move. "Paulie, if you ever picked a race to stay away from this year, you picked this one right!" said my buddy Milt Catts, pit crew occasionally for Joel Dengler, Rich Lafferty and the Garrahan brothers. "Saturday it was beautiful, bluebird day, a little cold, looking great, just like every other race. Then we get to the motel, check the weather channel, and uh oh.... Let's put it this way, I get up in the morning and Jimmy says, 'You're not going out there, are you?' Paulie, it was snowing, as I live and breathe!

"That wasn't the bad part, though. So we got up, got breakfast, did our pit thing, got a good spot to pit the boys, and watched the morning race. I saw Heidi's competition, that girl Jennifer, and she was limping around afterwards, not looking very happy, and I guess Heidi won, which was cool. It was little cold, but not bad, you know, and then everybody started lining up for the afternoon race. Now Joel goes to the line with his riding vest on. Everybody's got some kind of vest or jacket on, but now the sun comes out. So one of them peels off his jacket, and you know what hap-

pens then. Now they all have to take their jackets off, so Joel's pulling off his vest and I'm saying "Uh, are you sure you want to do that?" I was watching the sky to the west, and yeah, the sun was out, but there was this huge, black, cloud on its way.

"So they all take off without their jackets, and you won't believe what happens next. They don't get 20 minutes into the race when the cloud is here, and it is sleeting, raining, and snowing, all at the same time. The sleet was coming down like ice balls, I swear, and Joel got exactly one lap into it and comes back frozen solid, says "I'm done."

"That's not the best part, Paulie, wait! They're going around and round, pitting a lot. Sometimes, it seems like everybody comes into the pits on the same lap, to get gas, warmed up, new jacket, gloves or something, it's mayhem in the pits. Andrews is leading most of it, but then like Eddy (Edmondson) passes him on the motocross track, takes the lead, but falls down and Fred gets him back. Stuff like that. Well, on the fifth lap, Watts comes around in the lead, out front, and must have been frozen solid. He comes to the first campfire he sees, drops his bike, and goes over to the camp fire to warm himself up. He's in the LEAD, and he quits to warm up. He spent some time there and came back in, packed it in."

Watts confirmed the story. "Yeah, I got cold. I went soft. I pulled a heart muscle, lost my heart. I'm sure it was just as cold to everybody else, but I'm such a lazy *#%@," Watts told us. "I was leading going into the fifth lap, but I got screwed up, got trapped behind some lappers and everyone passed me. I was anxious to get going, but once I did get going I came to the realization that my fingers were really cold. I lost all my inspiration and that was it. Game over. I came into the pit area, and I saw someone had a fire going, so I pulled in, put my bike on the side stand and made love to their fire for a minute or so, then took off again. The people there were giving me really silly looks, like they wouldn't even talk. I said 'You've got a nice fire here, thanks for that!' and they were giving me these looks like 'What the hell are you doing here?' I lost my inspiration, I had two really big swappers down some hills and nearly died, million miles an hour through the trees stuff. My mind failed, and there was no retrieving it."

"So that wasn't the end of it," Milt went on. "There's this hill on the course that everybody keeps getting stuck on. Everybody—nobody made it up clean. The guys come around on the last lap, and there's the usual bottleneck there, and Andrews is leading but he crashes, and everybody else is struggling. Barry Hawk comes to the hill, trying to find a way around everyone, and he hacks out a path around, but in the process cuts off a huge chunk of course. He comes around into the finish at least five minutes ahead of everybody else, so early that race announcer John Ayers isn't ready for him. So now there's another big fuss, and the race officials say 'no way!' Andrews comes around, takes the win with Edmondson right behind him. Hatch and Blackwell were next, and they put in a blazing last lap because they were playing catch-up."

And that's the way it went. Everybody froze to death, Fred Andrews finally got the win he's been trying for all season, and Steve Hatch got on the podium once again. Watts, for all his screwing around, still finished with 17th place in the Pro class and accepted the #1 plate from Rodney Smith on the podium (he had to give it back, though, because it was the front number plate from Rodney's bike). And Barry Hawk still finished in 15th, once they were done docking him a suitable amount of time. There's one more race in the series, and you'll read about it next month! ↑

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Product Evaluation

STAINLESS CHAIN

It's hard to make anything new and exciting in chains and sprockets, but Sidewinder's done it again!

Vic Krause of Sidewinder summed up his reasoning behind this new product as simply as he could. "Basically, we've had great success with our stainless steel sprockets, so I took it to the obvious conclusion and decided to create a stainless steel chain. Why? Because we want to sell chains and sprockets to everyone, and there's a lot of competition out there," Krause said. "How are you going to grab people if a dozen different companies are hotly competing with each other? I'll tell you how, you take the bit in your mouth and build something better than the rest of them."

It was a phone conversation, and Krause had us interested. "Send us a piece of that chain, and let's see what it can do," we told him. He went on to explain its construction. "The side plates are made out of stainless. The pins and rollers are made out of chromoly steel. The chromoly is actually better for the pins, it has less bending resistance than the stainless we could have used in its place. I wanted to make the rollers out of stainless as well, but that would have taken the price over the top—it doesn't make sense to build a chain that nobody can afford to buy. Instead, we heat treated the rollers and pins to a higher Rockwell index, a higher degree of hardness. What we wound up with is a superior chain, with side plates that won't rust or wear, and pins and rollers that make the chain tougher than anything else we've ever manufactured, at a price that's maybe \$20 higher than a standard chain, when the smoke clears."

Okay, enough of the marketing hype. When the chain arrived we were struck first by the color of it, all silver rather than the anodized gold color we gotten used to on most chains. Cool looking. We combined with a new smaller countershaft sprocket and wrapped it all around the 52-tooth stainless sprocket we'd had on the bike for the past four months. The rear sprocket showed areas between the teeth where the brushed finish had been smoothed down, but there was still no wear showing on the teeth, and no hooking at all. With it all adjusted to spec, we closed the garage and looked forward to the next ride.

As it turned out, the next ride would be a real acid test. We've been having a very wet summer here in the northeast, and the next time the newly-shod bike was rolled out was for the Ridge Riders' dual sport, which was two days of rain and abrasive mud. Wonderful! We were a little nervous about riding on a new chain in this kind of weather, since the bad weather would accelerate the normal break-in time. After all, when the previous chain was put on this bike, it needed an adjustment after a half-day of riding, and that chain was a Sidewinder Gold. We expect-

ed no less from the stainless chain, at least until it wore-in, and pledged to keep an eye on it.

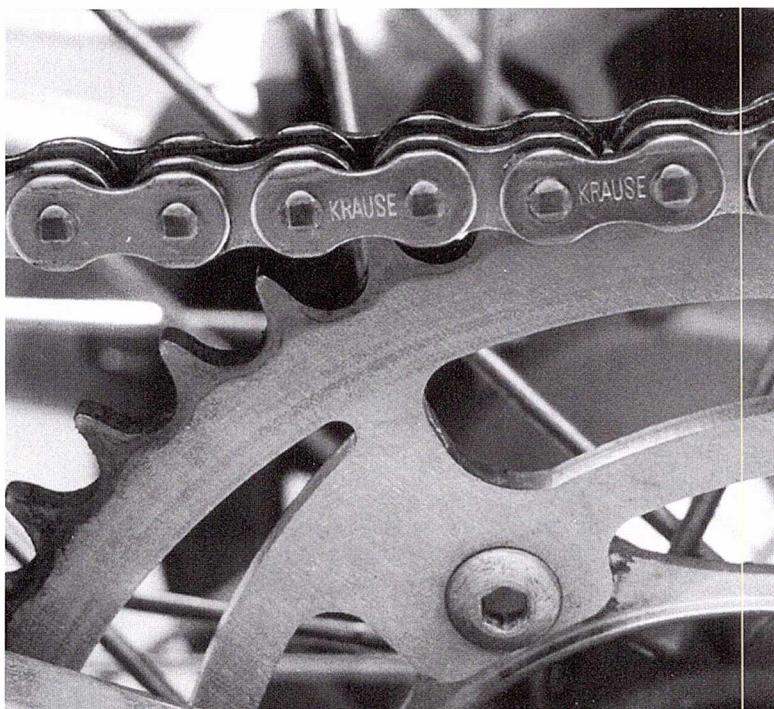
And we watched it, every time we stopped. Look down, make sure the countershaft nut was still on, flip the chain with a couple of fingers and see if it moved. Nothing. Every time we checked it, it looked the same. At the end of the day, it was still tight enough that it didn't deserve attention. This was strange. All new chains needed to be adjusted after a day of riding at most, and this one was still fine after a day in the mud!

Okay, if that was the way it wanted to play, we'd play that way. The next day we started in the rain, without even touching the chain with any lube. Rode all day, sometimes in a heavy downpour, and ignore the chain for the whole day. At the end of the ride, the chain was just loose enough to be adjusted, about what a normal chain would need after a half-day of dry break-in. Still, we left it alone, and rode another 20 miles in the sand the next weekend before we finally tightened the chain. How much? About a half-turn on the chain adjuster bolts. That's it.

Well, that's the kind of performance that will make a believer out of you. We were already convinced about the longevity of the new Sidewinder stainless steel sprockets, after using one on a KTM 200 for a year. Now Sidewinder has stainless steel chain, and from what we've seen in two weekends of riding, it's another winner. Keep in mind that, with chromoly pins and rollers you can still get rust on this chain, so it's just as necessary to lube it—the best time to lube it is right before you wash the bike (makes it harder to get water past the o-rings and into the important part of the chain), and the night before you ride it. Right after a ride is good too, since that's when the chain is at its warmest, but not if it was a wet ride. Give the chain a few days to dry out first (since if you lube a wet chain, you may be trapping water inside).

The stainless steel gear costs more, that's the only drawback. But, if you get many times the life out of a stainless sprocket, does it really cost more? No, it costs less. The same goes for the stainless chain. If this chain lasts as long as it appears to, Krause has a bullet-proof combination on his hands.

Sidewinder is offering package prices on sprocket and chain combinations, and we recommend the stainless steel wholeheartedly. Get in touch with Krause Racing/Sidewinder at 630-513-1000 and find out how much it is for your bike. Whatever it is, it's worth it in the long run. **▲**



A bulletproof combination for the mud: Sidewinder stainless steel chain and sprockets.



Quad-staked pins are new on the stainless chain, and add greatly to the overall strength.

you lube a wet chain, you may be trapping water inside). The stainless steel gear costs more, that's the only drawback. But, if you get many times the life out of a stainless sprocket, does it really cost more? No, it costs less. The same goes for the stainless chain. If this chain lasts as long as it appears to, Krause has a bullet-proof combination on his hands. Sidewinder is offering package prices on sprocket and chain combinations, and we recommend the stainless steel wholeheartedly. Get in touch with Krause Racing/Sidewinder at 630-513-1000 and find out how much it is for your bike. Whatever it is, it's worth it in the long run. **▲**

TIMOTHY TAKES IT!

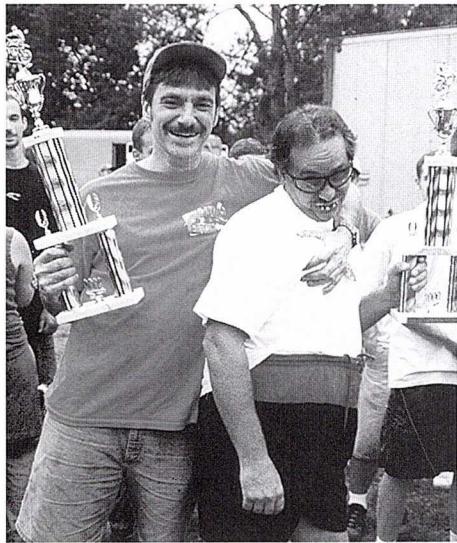
Hoot's a hoot, and return of the Stateline

Hoot Owl II

Round 12, Uxbridge, MA 9/3

It was back to Massachusetts for the next NETRA hare scrambles, with the Hoot Owl II. The club laid out just over ten miles of rocks, ruts and mud. A few dirt roads and small field sections were thrown in to keep everyone from seeing rocks in their sleep. A little rain during the previous week kept the fields and roads from becoming a dust bowl like last year.

The day began with the Juniors and Minis. Forty-seven riders lined up for the two lap race. Scott DeCosta grabbed the lead on the first lap putting almost twenty seconds on second place Gregg Hamel. DeCosta put another minute on Hamel on the second lap and final lap to once again take the Junior class win and secure himself the year end Junior Championship. Tim Langenback took third place, just two seconds ahead of fourth place Jason Johnson. Chase Smith took the win in the Mini class with six



Roger Billharz and his retarded brother Russell show off their trophies. Where's Jerry when we need him?

minutes over second place Aaron Koehler. First place in the Women's class went to Heidi Landon. Landon finished just twelve seconds behind ninth place Junior rider Patrick Clark. A good-spirited battle between egos then ensued between the two. Landon challenged Clark to race her in the Amateur 200 class—the next race—which he gladly accepted.

Landon and Clark had their throttles fully twisted for three entire laps. Clark had the lead on the first lap, but by only thirty seconds. He increased it on the second lap to just over two minutes, but there was no way Landon was going to give up. Both riders pushed as hard as they could for the final lap. Clark took sixth place in the Amateur 200 class. Landon finished in seventh down just over one minute, putting to rest

any doubts about her true riding ability.

Next season should be a real treat as most of the Junior riders move up the ranks and take over the Expert classes. But for now it's back to some of the old dogs, Patrick Timothy, Dunlop/Scott/MSR backed Tom Norton, and RER/Factory Connection/Tsubaki's Chris Panzella, just to name a few.

Ten AA riders lined up for the start of the Expert/Amateur event. RER, Answer, Regina, Sunstar, Pirelli, FMF, C Cycle's Timothy grabbed the holeshot followed by Norton and Bob Santheson. Timothy and Norton hung together for the first three miles, but just before the road crossing at about four miles Norton fell over.

Timothy put forty seconds on Norton before the halfway mark, giving himself a comfortable lead before they hit the rocky boneyards. Santheson was still running in third place, down another thirty seconds. Nate Kanney was holding onto fourth place, but only two seconds ahead of fifth place Panzella.

Within the first few miles of the second lap Norton closed to within 25 seconds of Timothy but was unable to hold on. "My back tire was all over the place. My rear tube lost its life and I was having a hard time controlling it," shrugged Norton after the race. "I wanted to make it last but I should have changed it."

Timothy kept pulling away, putting another fifty seconds on Norton by the end of the second lap. Panzella was now in third place just three seconds ahead of Kanney with Santheson rounding out the top five down just thirty seconds more.

"I had to pull over on the second lap to let some air out of my front tire," said Santheson. "It was too stiff for the conditions. Both Kanney and Panzella passed me. I had to fight but I caught back up."

Catch up is exactly what Santheson did. As he came through the barrels for the third lap, he caught and passed Panzella just as he was about to leave the pits. Once again it was the three riders, Kanney, Panzella and Santheson, swapping back and forth for the third place position.

The three were unaware that on the final lap they'd be chasing after second place overall. Second place Norton was in a serious need for a new rear tire and planned on pitting at the end of the third lap. Norton had one and a half minutes over third place, just enough time to change the wheel and get back out without losing a position. Panzella came around just fifteen seconds after Norton left the pit with Santheson and Kanney close behind.

Norton made it only about a mile out before he fell, and the sounds of a four stroke could be heard closing in. He made it another three miles across the road before crashing again. "We had to jump a huge rock ledge. I hit it a little slow and came up short. My front



Pat Timothy proved himself unstoppable this year, and wrapped up his second championship at Stateline.



Heidi Landon and Patrick Clark both got a workout, racing together in both the morning and afternoon races at the Hoot.

tire caught a rock groove and shot me off into some small pine trees."

Norton ended up stuck in the trees long enough for both Panzella and Santheson to get by, neither rider ever seeing Norton wedged in the trees. Panzella ran into trouble himself on the final lap. "I fell over into a tree and I could not get up," said Panzella. "My legs were stuck. I couldn't push my bike up. I was stuck there until someone helped me. I got going again and caught Santheson. He was going crazy fast, and he just went right through the woods going about forty. I saw the bottom of his bike, the top of his bike, the bottom of his bike. He got lucky."

Panzella cruised for the remaining few miles, taking second place overall down just over three

minutes from first place Timothy. A top five finish at next weekend's race would secure Timothy another championship.

After his horrendous crash, Santheson got himself back together to take third overall, but not without a hard-fought battle with Norton. Norton caught Santheson not two miles from the end. Norton stayed right on Santheson's rear fender the entire time trying to make a pass but never getting it to stick. As the two crossed the finish line it was Santheson with just one second on fourth place Norton.

Fifth place overall went to Expert 250 rider Jeff Staples. The Torco sponsored rider grabbed the class lead from Kris Mooney on the first lap and never backed down. Ronnie's Cycles' Mooney couldn't keep Staples in sight. He was always at least 10 seconds ahead. Staples took the Expert class overall just thir-

Hoot Owl II	2. John Beland	Hon
Class Results		
Patrick Timothy	3. Frank Archibald	Hon
Overall Champion	4. Timothy Diggins	Yam
Jeff Staples	1. Rick Avery	KTM
A High Point	2. Bronie Rosenas	Hon
Scott DeCosta	3. Paul Caouette	Kaw
B High Point	4. Charles Kennedy	Suz
Gregg Hamel	5. Phillip Kessler	Kaw
C High Point	Super Senior	
AA	1. Thomas Simeon	KTM
1. Patrick Timothy	2. Paul Lussier	KTM
2. Chris Panzella	3. John Campetti	
3. Bob Santheson	Amateur 250	Hon
4. Tom Norton	1. Chris Chasse	KTM
5. Matt Jalbert	2. Billy Flynn	Yam
Junior	3. Edgar Marshall	Yam
1. Scott DeCosta	Amateur 200	Suz
2. Gregg Hamel	1. Scott DeCosta	KTM
3. Tim Langenback	2. Jarrad Ings	Hon
4. Jason Johnson	3. Eric parent	Hus
5. Mike Cimochowski	4. Charlie Delaura	Suz
Mini	5. Corey Murdock	Yam
1. Chase Smith	Amateur Vet	Kaw
2. Aaron koehler	1. Dave Bonsall	Kaw
3 Grant Swanson	2. Jason Barrett	Hon
4. Jason Langenback	3. Mike Kraskowskas	Kaw
Women	4. James St. Laurent	KTM
1. Heidi Landon	Amateur Senior	Hus
2. Susan LaFlamme	1. Dan Murray	Kaw
3. Dawn Shayer	2. Dennis Kirkman	Yam
Novice 250	3. Gerard Grundmann	Hus
1. Greg Meacham	4. Robert young	KTM
2. Josh Daignault	Amateur Open	Yam
3. Daniel Nietsche	1. Pete Matteau	Hon
4. Daryush Denyau	2. Howard Kane	ATK
5. Jeff Richardson	3. Liam Zibell	Yam
Novice 125	Amateur Four Stroke	KTM
1. Bud Joachim	1. John Morrison	Hon
2. Chris Poirier	2. Chris Nicholas	Yam
3. Nick Palazzi	Expert 250	Hon
4. Eric Lovendone	1. Jeffrey Staples	Hon
5. Kevin Curtis	2. Kris Mooney	KTM
Novice 200	3. Jim Senecal	Suz
1. Gregg Hamel	4. Josh Hackett	Hon
2. Mark Marshall	5. Steven Poplasky	Hon
3. Don Bouchard	Expert 200	Hon
4. Kevin Bell	1. Denny Anderson	KTM
5. Carl Armetta, Jr.	2. Keith Callahan	Suz
Novice Vet	3. Mark Griffin	Hon
1. Darren Foss	4. Todd Santheson	Hon
2. Bryan Cook, II	5. Evan Chochrek	Hon
3. Edward Corson, jr.	Expert Open	Hon
4. Steve Witkus	1. Pete Byrne	KTM
5. Michael Litwin, Jr.	Expert Vet	Yam
Novice Open	1. Russell Bain	Hon
1. Robert Whiteley	2. Mark White	Suz
2. Wm. Andrychowski	3. Ken Held	KTM
3. John Campetti	4. Dave Dzenutis	Hon
4. Tim Reynolds	5. Art Randolph	Yam
5. James Firth	Expert Senior	KTM
Novice Four Stroke	1. Roger Billharz	KTM
1. David Burnham	2. David Kanney	KTM

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There was a little bit of mud here and there at Stateline.

teen seconds ahead of Mooney. Mooney took home first place in the Expert 250 class and sixth place overall. Don't be surprised to see both riders on the front row in 2001.

Stateline Hare Scrambles Round 13, N. Petersburg, NY 9/10

It's been four years since the Stateline hare scramble was run at this location in North Petersburg, New York. The club kept the original five mile course intact. The riders started in a long field and were funneled through a small clump of trees before heading into the woods and an immediate 90-degree turn. Several riders during each event missed the quick turn and ended up roosting straight into the woods.

Everyone who had ridden at this track before were excited to see its return. The course is one of the best tracks in the NETRA series, with lots of fields, pine and oak groves and some serious hill climbs.

When the flag went up for the Expert event, Patrick Timothy grabbed the holeshot. Nate Kanney came out second but grabbed too much throttle and hit the dirt. Midtown's DJ Lis came out of the hole next, followed by Brian Lawson and Tom Norton. The group of 62 riders weaved through some tight woods, made a few u-turns in the field, through some mud then back into the woods and up the hills. The riders spent the first half of the course going up hill with the second half bringing them back down.

In just over fifteen minutes, the riders were coming out of the woods and through the barrels. Timothy had the lead with ten seconds on second place Norton. Lawson was in third place down another six seconds, and Luke McNeil, who had a dead last start, moved up into fourth place followed by Chris Panzella

Stateline Hare Scrambles	2. Doug Marpe, Jr.	Yam	3. Paul Lussier	Hon	3. Paul Mancini	KTM	
Patrick Timothy	KTM	3. Steve Stafer	Hon	4. John Campetti	KTM	4. Gerard Grundmann	Hus
Overall Champion	4. John Hatfield	Kaw	Amateur 200		Expert Open		
Scott Phelps	Yam	5. Daryush Donyavi	Kaw	1. Robert Dence	Suz	1. Pete Byrne	Yam
A High Point		Novice Open		2. Eric Parent	Hus	2. Robert North	KTM
Robert Dence	Suz	1. Wayne Weeden	KTM	3. Owen Tirrell	KTM	3. William Beiss	Yam
B High Point		2. Brent Kipp	Yam	4. Adam Simcock	CRE	Expert 200	
Timothy Nelson	Kaw	3. Robert Didonato	Hon	5. Patrick Corcoran	Hon	1. Scott Phelps	Yam
C High Point		4. John Campetti		Amateur 250		2. Todd Santheson	Hon
AA		Novice 125		1. Edward Barter	Yam	3. Keith Callahan	Suz
1. Patrick Timothy	KTM	1. Nathan Martel	Kaw	2. Paul Slater	Hon	4. Mark Griffin	Hon
2. Tom Norton	Yam	2. Darren Foss	Kaw	3. Todd Donofrio	Hon	5. Mike Peristere	KTM
3. Brian Lawson	Yam	3. John Hand	KTM	4. Ronald Brudige	Suz	Expert Four Stroke	
4. Luke McNeil	Yam	4. Mark Simmons	Kaw	5. Chris Chasse	KTM	1. Brooks Hamilton	Yam
5. Chris Panzella	KTM	5. Mark Blei	KTM	Amateur Open		2. Jim Green	Suz
Junior		Novice 200		1. William Fuchs	Hon	Expert 250	
1. Scott DeCosta	Suz	1. TJ McMahan	Kaw	2. Liam Zibell	Yam	1. Kris Mooney	KTM
2. Gregg Hamel	KTM	2. Scott Evans	Kaw	3. Edward Ilves	KTM	2. Josh Hackett	Hon
3. Tim Langenback	Suz	3. Mark Marshall	Kaw	4. Peter Mattheau II	ATK	3. Jim Senecal	Suz
4. Bradley Hayden	Yam	4. Kevin Bell	KTM	5. Thomas Cooley, Jr	KTM	4. Ryan Dellagheffa	Yam
5. Jason Johnson	Hon	5. Carl Armetta	Kaw	Amateur Vet		5. Chris Cramer	Kaw
Mini		Novice Senior		1. David Bonsall	Kaw	Expert Vet	
1. Grant Swanson	Hon	1. Rick Avery	KTM	2. Eric Reinhard	KTM	1. Michael Pydych	Yam
2. Derek Grundermann	Kaw	2. Allen Allsop	Yam	3. Dale Wager		2. Martin Mears	KTM
3. Jason Langenback	Hon	3. Robert Geiger	Hon	4. James St. Laurent	KTM	3. Mark White	Suz
4. Jared Boothroyd	Kaw	Novice Four Stroke		5. John Danaher		4. John Danaher	Yam
5. John Fahey	Kaw	1. Jody Shirey	Hon	1. Chris Nicholas	Yam	5. Kenneth Held	KTM
Women		2. Timothy Diggins	Yam	2. John Morrison	Hon	Expert Senior	
1. Susan LaFlamme	KTM	3. George Poules	Suz	3. TJ Swistro	Hon	1. Steven Michalski	KTM
2. Dawn Shayer	Yam	Super Senior		Amateur Senior		2. Roger Billharz	KTM
Novice 250		1. Alan Desrosiers	Suz	1. Dennis Kirkman	Yam	3. David Kanney	KTM
1. Timothy Nelson	Kaw	2. Thomas Simeon	KTM	2. Doug Simone	KTM	4. Kevin Monahan	KTM

in fifth. Norton caught Timothy just over a mile from the end. "I tucked the front end in while in fourth gear on a right hand off camber sweeper and hit my head real hard on the ground," said Norton. "I just sat there and watched McNeil and Lawson go by. I had to pull into the pits and have the front end of my bike straightened out."

Norton caught back up to McNeil and took over third place by the end of the second lap. Timothy still had the lead with 24 seconds over second place Lawson. Panzella was now in fifth place, down fifteen seconds from McNeil. Timothy held the lead into the third lap but was unable to put any time on the pack.

On the fourth lap, Ronnie's Cycles' Lawson slipped up on a hill climb and went down a tricky embankment and got stuck. This allowed Norton to pass and take over second place. Lawson managed to free himself and hold onto third place just ahead of McNeil. Panzella was running in fifth place down another forty seconds. But closing in behind Panzella were Expert 200 rider Scott Phelps and Expert 250 rider Kris Mooney. Mooney was just fifty seconds behind Panzella. Phelps, who hadn't raced since breaking his femur in the spring, was down another 25 seconds.

Lap times on the top riders continued the same for the first five laps, being just over 15 and a half minutes. But on the final two laps, it was hammer down.

Lap times dropped to just over fifteen minutes. Timothy put in his fastest lap on the sixth lap. Norton had closed to within forty seconds of Timothy by the end of the fifth lap but Timothy's fast lap time of 15:06 increased his lead back to one minute. Norton wasn't about to give up on the final lap, he out did Timothy's fastest lap time by eight seconds for a 14:58 lap.

Unfortunately it wasn't enough to catch Timothy,



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Garson Smith of the B200 class climbs one of the hills on the very cool Stateline course.

leaving Norton to settle for second overall down thirty seconds. Timothy not only one took the win for the day but he also clinched himself a third NETRA hare scrambles championship (good job, Pat!).

Lawson hobbled himself across the line to take third place overall. Two laps earlier, Lawson got hit in the eye by a branch, making visibility in that eye almost nil. Thankfully it was only scratched, with no permanent damage. McNeil crossed the line in fourth place but was edged out by Phelps. Phelps, who started two minutes behind the front row, came around with just five seconds to spare taking fourth place overall and the Expert class High Point. McNeil finished fifth overall for the day.

Factory Connection/Pub Racing's Mooney and Tsubaki/Smith-backed Panzella traded places for the final two laps, vying for sixth place overall. Panzella had the led over the finish line but Mooney came around less than one minute back moving Panzella back to seventh overall with Mooney taking sixth.

Another former top NETRA rider, Michael Pydych, came back to Stateline to make waves, but this time in the Expert Vet Class. Pydych and Martin Mears stayed within ten seconds of each other the entire race, with Pydych taking the lead at the barrels each lap including the important final lap. Pydych took the win with just seven seconds on Mears. Mark White finished in third in that class, down another two minutes.

In the Amateur class, it was Robert Dence on his Suzuki 125 taking the Amateur Class Highpoint. Edward Barter was the second Amateur rider across the line, taking first place in the Amateur 250 class.

Timothy Nelson took the overall in the Novice class, crossing the finish line just seven seconds ahead of fellow 250 rider Doug Marpe. Marpe took home the first place trophy in the Novice 250 class.

It was a tight battle on the first lap of the Junior race, earlier in the day, with Gregg Hamel coming around in first place. Craig Carpenter was second followed by Scott DeCosta and Patrick Corcoran. Not five seconds separated the four riders, but by the end of the second lap, DeCosta had the lead with no one else in sight. After four laps, it was DeCosta taking the Junior class win. Hamel finished second, followed by Langenback in third and Bradley Hayden in fourth.

Grant Swanson had a much smoother ride in the Mini class. Swanson put almost a minute a lap on second place. By the end of the four laps, Swanson had almost four minutes over second place finisher Derek Grundermann. Swanson and Grundermann were the only two Mini riders to complete all four laps. ↑



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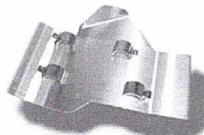
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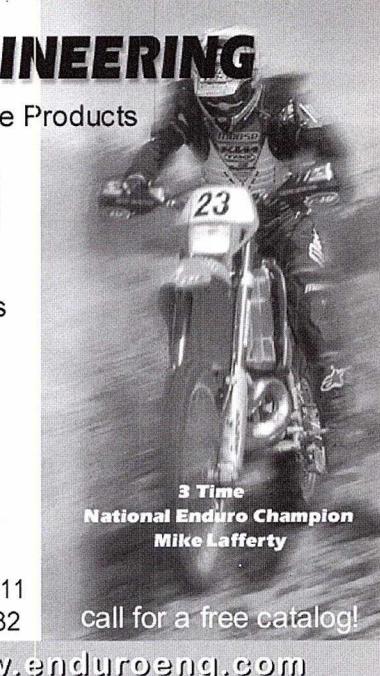
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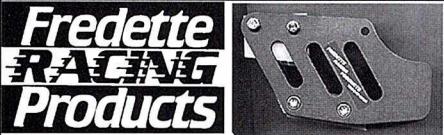
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ISDT Reunion (from page 16)

fiers. As Razorback starter and flagger John Walsh told the riders the following morning, "You can add up all the miles you've ever ridden...and that includes all the Six Days, too...and you won't come close to how many miles Darrell's ridden in these hills over the years." It was a moving and fitting tribute to one of the backbones of the Razorback club.

1949 gold medalist Tommy McDermott was called up next to present the Bud Ekins Pioneer Award. This year's recipient, Jeff Fredette, has 19 Six Days under his belt, finishing every event and bringing home ten gold, eight silver and one bronze in the process. This year he ties Drew Smith's record of 20 ISDT/E's, hopefully bringing home yet another gold medal. The humble Fredette said that if you had told him 20 years ago that he'd still be riding the Six Days, he'd have called you crazy, but he added that he'll keep on doing it as long as it's still fun.

Another beautiful Ozark morning greeted riders and spectators on Day Two. The course was abbreviated to accommodate the grass track motos that would commence at noon, but the trails were as perfect as they had been the previous day. A two and a half mile terrain test awaited the competitors after a few miles of rocky Ozark hills, and today it would be Jeff Fredette setting the time to beat with Ray Mungenast breathing down his neck, and Teme Singleton and Ron Ribolzi just seconds behind. The fastest of the non-ISDT riders were posting times right up there with the "big boys," too.

The 30-mile morning loop was over all too soon, but the anxiously awaited grass track motos beckoned and the fun began shortly after noon. The first moto was a true crowd pleaser. Roger Ganner and Garry Mayfield, both on 500 Triumph twins, put on a nip and tuck show for 5 laps that had the crowd going wild. Never more than three bike lengths apart, the two Triumph pilots swapped the lead at least a dozen times. Their big twins made wonderful music down the back straightaways and threw dual rooster tails every time they blasted out of the hairpin at the start/finish line. The crowd roared its approval every time they came by, and Dick Mann enthusiastically waved them on lap after lap. In the end, Ganner and Mayfield crossed the finish line in a dead tie, and both riders took home gold medals for their efforts.

Click! Jimmy Winn's Rokon starting up running backwards after a spill, and Mungenast claiming that was a factory option. Those Six Days guys resort to all sorts of treachery!

The final moto of the day would pit the majority of the fast ISDT vets against each other. This race was anxiously awaited by all for two reasons. First, Ray Mungenast and Ron Ribolzi had promised to give Fredette a run for his money, and second, a number of spectators had seen the riders sizing up the 15-foot ditch near the start/finish, wondering if they could cleanly jump it. With a run at it, it would have been a piece of cake, but Bugsy had set the course up with a 120 degree hairpin immediately preceding the ditch!

The race got underway with Mungenast taking the early lead, however Fredette got his KDX working under him and quickly reeled in Mungenast's 400 Husky. On the second lap he stuffed him in a corner, showed him the Kawasaki's rear fender and never looked back. The next time around he squared the hairpin and went for the jump across the ditch. Coming up just short, he slammed the far bank, took a big hop and gassed it to the next corner. Not to be outdone, Mungenast threw the fuel to the big Husky and also put on a show for the wildly cheering crowd.

In the end, Fredette bested the field by a full five seconds, not a runaway victory like he had last year, but still more than enough to prove he's still got every bit of what it takes to ride the Six Days.

Click! Steve Van Zant circulating the pits after the grass track motos with a gallon of homemade elderberry wine. "Down here we call this stuff 'Skip and run nekkid.'" And to think, we thought the only thing coming out of Lowell, Arkansas, was ISDE-riding farmers and J. B. Hunt trucks!

Vern Street had the results posted in short order, and Bart Winters made the medal presentations with sister Patty as trophy girl. Perhaps the most touching moment of the afternoon was Super Senior rider Ted Del Solar receiving a silver medal for his performance on his 1977 Penton 250. Del Solar is the original owner of the Penton and has run 15 to 20 enduros a year on it every year, yet he broke down in appreciation upon receiving his first "ISDT" medal after over 20 years and countless miles of trail on the 250. Rider after rider stepped forward to praise the weekend and vow that they would return.

The 4th Annual ISDT Reunion Ride is history, however preparations are already underway for next year's ride. Plans are to move the venue to St. Joe State Park, south of St. Louis, the site of the Flat River GP. The date should be set very early in 2001. Watch Trail Rider to mark the date on your calendar and be part of this historic event. There is also preliminary discus-



Roger Ganner's '65 Triumph 500, John Borer's '74 Penton 250, and Chris King's '71 BMW

sion of a 30th Dalton ISDT Reunion to be held in the Berkshires in 2003. This concept is still in its infancy, but should it come to pass it will be a real celebration. Stay tuned!

For more information on the ISDT and on vintage enduros, you can log on to the following:

Ron Sutton's ISDT page at www.isdt.org.

The Vinduro Group at www.egroups.com/group/vinduro. It is free to sign on and in its two months of existence the group already is approaching 100 members.

You can also log onto numerous marque and racing links from the American Historic Racing Motorcycle Association's homepage at www.ahrma.org. Click on the "links" button and take a trip back into history. ▲

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9:33	41.2	24
9:34	41.6	24
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by Ed Hertfelder

Anniversary Ride

Out of the blue, actually out of North Carolina, which is mostly green, came a letter from Joe Burkel. First time I heard from him after I left one of his Harleys a mile away after I'd stalled it, and couldn't get it started again because I'd completely forgot about turning the left handgrip to retard the spark.

"Joe used to ride enduros until he got 'spun off' into this so-called "restoration" business, where the object is to buy a junk motorcycle from someone tired of looking at the thing in his garage, and the price might be "just get it OUT of here!"

Joe used to ride enduros until he got 'spun off' into this so-called "restoration" business, where the object is to buy a junk motorcycle from someone tired of looking at the thing in his garage, and the price might be "just get it OUT of here!" Then the plan was to submerge it in a 55 gallon drum of WD-40, let it sit for a week, then haul it on a three rail trailer over to a car wash with a LOT of pressure on the SOAP and RINSE cycles.

Next move was to sell the thing, usually after dark, to someone with a great amount of misguided respect for an old Ariel, B.S.A. or hallowed Vincent, who's intention was to spend an enormous amount of money on paint and striping to create a work of art worth so much money that the thought of it might roll his eyes toward the back of his head. Refusing to sell it, at any price, is all part of this game—until, that is, the buyer comes up with enough coin of the realm to make EVERYBODY'S eyes roll back in their head..

The aficionados (ain't that a great word?) often manage to park the jewel next to the fireplace in their LIVING ROOM! This sounds nuts but I can understand it because I had a motorcycle mounted on the wall in my apartment for many years. All us mental defectives, you understand, are not apparent to the untrained eye. Had to chop one handgrip off that bike to get it to hang upright on the wall, and for a long time considered gluing the handgrip to the wall in the next room but never got around to it because it would just take too long to explain the joke.

That machine was called a Sachs Boondocker and if they ever made an uglier motorcycle they were too ashamed to release it. Or if they did, it was so god awful UGLY that nobody ever bought the things. The Boondocker had leading-link suspension with the fork springs hanging out the front so that, if you looked at it quickly, you thought it was going the other way and you were looking at the rear springs.

When someone in the Meteor club who owned a

calculator figured out that the next Sandy Lane Enduro was our fortieth anniversary event, our oldest member suggested having an antique motorcycle show along with it. I don't remember the year but it was after they'd invented television but hadn't yet figured out how to add color. Burkel thought he could arm-twist some collectors to show their

appropriate amount of fresh mud onto Joe and his machine as we drove to the closest road crossing to the next spectator point and feed Joe and his 45 into the trail traffic when the late #30's were passing.

The plan worked well, and Joe and the #40B Harley left the start line with an appropriate amount of backfiring as he rolled the 'retard' grip back and forth. Then I picked him up, added some mud—which Joe said I overdid but authenticity has its own price. I remember that Joe balked at adding a few briar slices to his cheekbones, even with a brand new, unwrapped, double-edge blade..

I touched up some convincing scratches with a red pen but I really thought a bit of blood would have been nice.

We did this at each of the three spectator points, then Joe, with his competitor juices flowing, insisted on riding into the FINISH check, which I thought was a bit of overacting on his part. I've been accused of this all my life so I understood perfectly, but I did yell "ACTOR!" at him as he drove off.

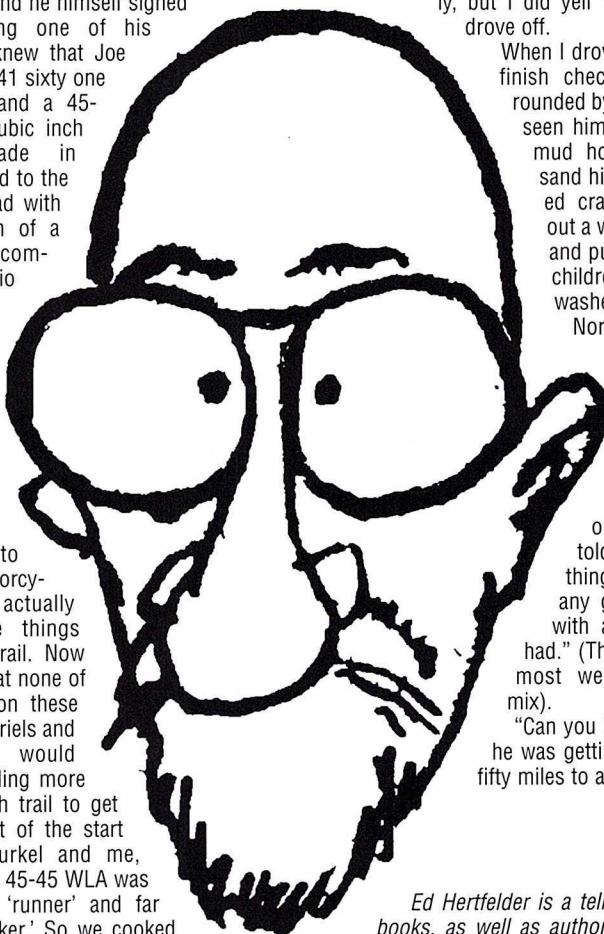
When I drove back to the fire house finish check there was Joe surrounded by the spectators who had seen him running past a serious mud hole, then a short steep sand hill, then crossing a flooded cranberry section pushing out a wake like the Queen Mary and putting some underweight children in danger of being washed out to sea.

Norm White, who wasn't in on the devious plan, had a wide-eyed look about him, so I asked him if there was any problems to be solved or to be run away from. "That guy on the 'forty five' Harley told me he ran the whole thing and never picked up any gas, so I filled his tank with a can of straight gas I had." (This was at the time when most were running two-stroke mix).

"Can you believe that I figured out he was getting OVER a hundred and fifty miles to a gallon?!"

—Ed Hertfelder

Ed Hertfelder is a teller of tales and writer of books, as well as author of the globally famous Duct Tapes stories. Like to have a list of Hertfelder columns from 1986? Ask nice with a S.A.S.E. to Ed's ranch at P.O. Box 17564, Tucson, AZ 85731; or E-mail to ducttapes@yahoo.com. ↑



machines, and he himself signed on to bring one of his Harleys. I knew that Joe owned a 1941 sixty one 'overhead' and a 45-45, a 45 cubic inch model made in 1945, related to the WLA flathead with the addition of a LOWER compression ratio to accommodate low octane fuel.

I prevailed on the Meteor management to limit row #40 to antique motorcycles and actually START the things down the trail. Now we knew that none of the riders on these expensive Ariels and Zundapps would consider riding more than enough trail to get out of sight of the start line but Burkel and me, because his 45-45 WLA was basically a 'runner' and far from a 'looker.' So we cooked up a plan.

We agreed that at the first road crossing on the trail we would meet and stuff the Harley into the back of my work van. Then we would dribble an



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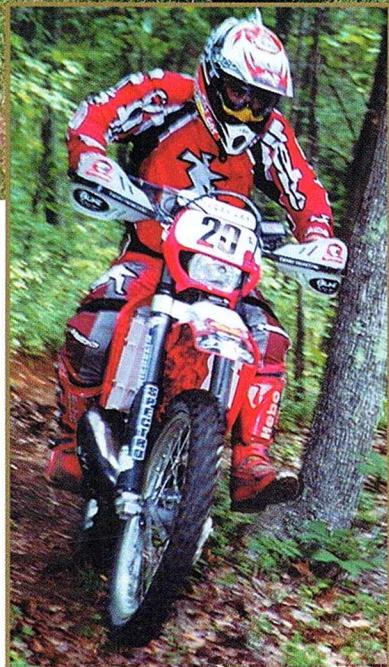
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